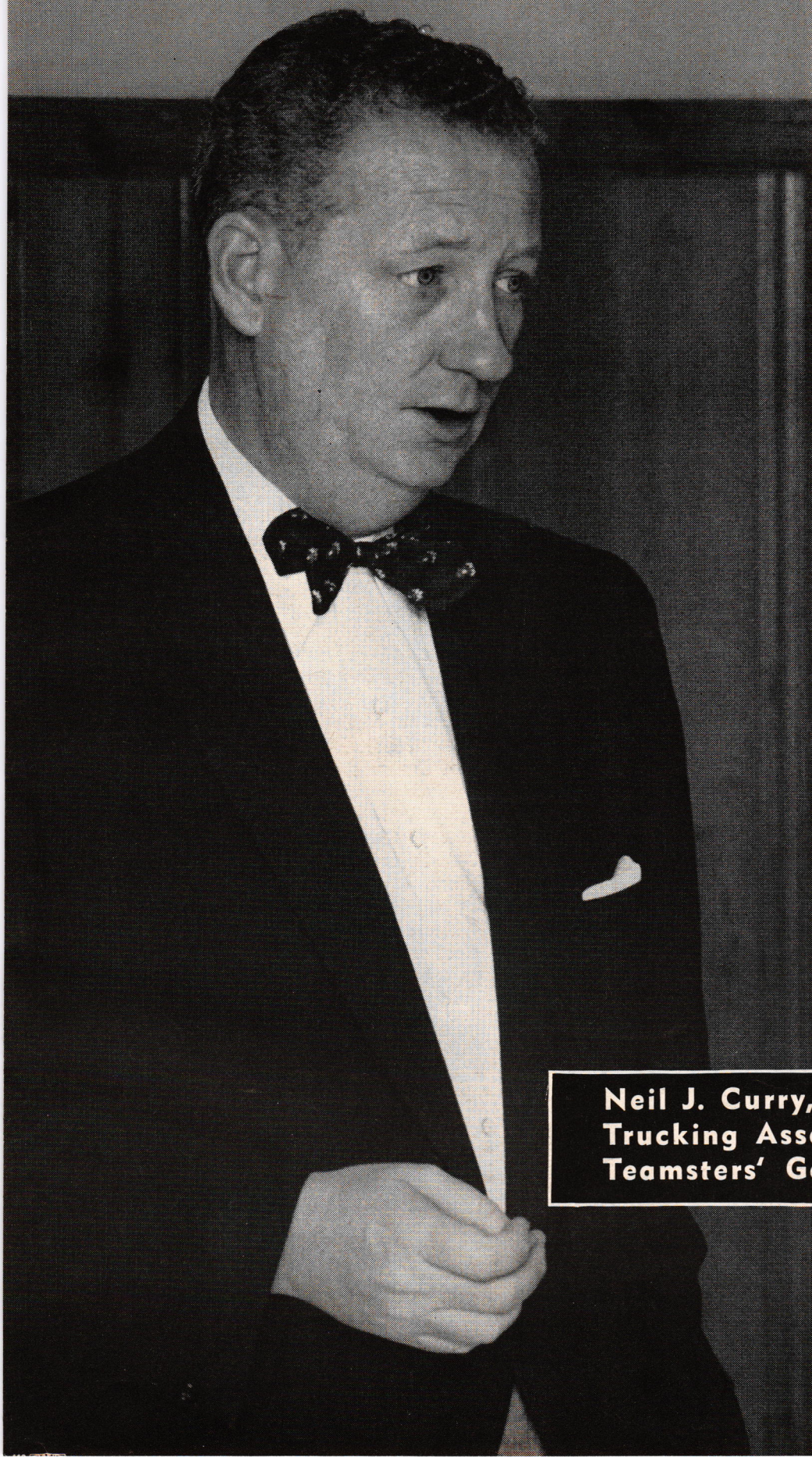


# THE **T** INTERNATIONAL **Teamster**

MARCH 1955

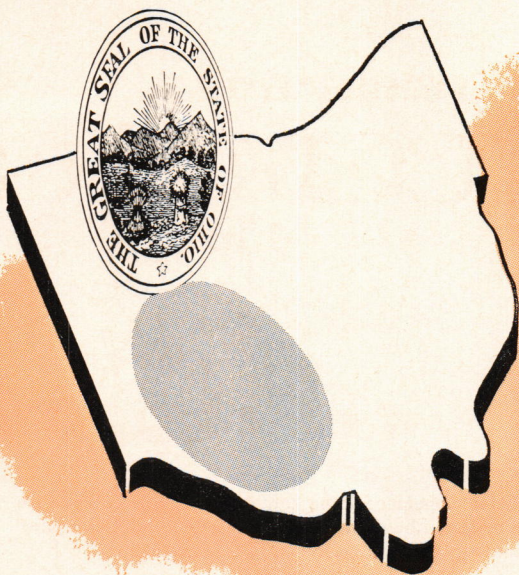


“... it does not seem possible to me that motor carriers anywhere can view with disinterest any effort of the railroads to get into our business.

“... this nation cannot afford, for the sake of its very existence, to allow the old monopolists to return to power in transportation.”

**Neil J. Curry, President of American Trucking Associations, addresses Teamsters' General Executive Board**





## TEAMSTERS *Salute* OHIO

**O**HIO, the "Buckeye State," is something of a United States within a United States in many respects. If any state can be called typically American, it must be Ohio.

Ohio was settled by the French, then by the English, then by the settlers of other states.

The oldest permanent settlement in Ohio is Marietta, which was founded by the Ohio Company in 1788. An association of people from New Jersey received a Congressional grant to settle a 248,540-acre strip of land on the Ohio River shortly after the Marietta settlement. Their chief settlements became Columbia and Cincinnati.

The Virginia Military District, a region bounded by the Scioto and Little Miami Rivers, was colonized mostly by Continental troops from Virginia. Their chief towns are Massieville (now Manchester) and Chillicothe.

Connecticut people founded Cleveland and Youngstown.

Following the last of the Indian battles in the Ohio territory, immigration was stepped up by New Englanders, Germans, Scotch-Irish and Quakers from Pennsylvania, from Virginia and Kentucky.

There is a good deal of concern about just when Ohio became a state since Congress never passed a formal act of admission. Congress, in 1806, resolved the controversy by setting the date at March 1, 1803, when the first state legislature met.

The population of Ohio has probably had a more constant growth than that of any other state. There has never been a population "boom," yet the state has

gradually grown until today it stands fifth in population while only thirty-fourth in area.

In 1800 the population of Ohio was 45,365. In the next 30 years the state claimed 937,903 citizens. Forty years later (1870) Ohio had 2,655,260 people and in 1910 it was 4,767,121; in 1940, 6,907,612, and in 1950, 7,946,627. The average increase per year in population is 52,675.

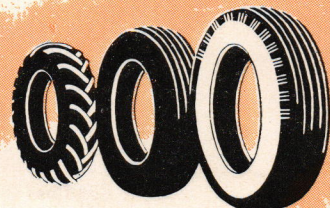
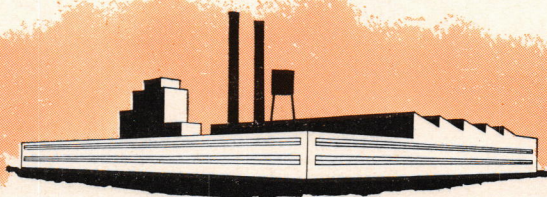
Of the total number of employed in 1950, 9.9 per cent were engaged in agriculture; 6.7 per cent in construction; 38.5 per cent in manufacturing; 8.9 per cent in transportation; 16.6 per cent in wholesale and retail trade, and 12.6 per cent in service activities of all kinds.

Ohio has excellent educational facilities from kindergarten through university. The school system is based upon an act of Congress in 1785 which set aside one square mile in each township of 36 square miles for the support of education. The total cost to the state annually for education is \$50 million.

Though Ohio is generally thought to be a highly industrialized state, it is significant to point out that it usually ranks among the first 10 states of the Union in the total value of its agricultural products.

The principal crops are corn, wheat, soybeans, oats, hay, potatoes, tobacco, apples, peaches, grapes, barley, rye, buckwheat, popcorn and sugar beets.

The mineral wealth of Ohio is well distributed both in area and products. The most important minerals are pig iron, coal, coke, clay, natural gas, cement, ferroalloys, lime, petroleum, salt, sand, gravel and stone.





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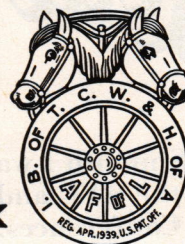
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# THE INTERNATIONAL Teamster



**DAVE BECK**

**Editor**

Official magazine of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America, 100 Indiana Ave., N. W., Washington 1, D. C.

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17 CIRCULAR 17

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# Letter

from General President **DAVE BECK**

**T**HIS month I want to discuss three things with you: the proposed merger of the AFL and CIO, our coming National Trade Division and Central States Conferences, and the pay raises contemplated for Congressmen and postal employees.

Let us talk about the AFL-CIO agreement first because newspapers from coast to coast have seen fit to speculate about my position concerning the merger.

Many of them gave the erroneous impression that I oppose the merger. This is not true. I have long advocated that not only the CIO, but the United Mine Workers and all other segments of the labor movement unite in one vital organization representing all workingmen and women of America.

However, I have some reservations about the merger. These reservations center around the possibility of a so-called "no-raiding" clause in the new agreement, coupled with the compulsory settlement of jurisdictional disputes.

I was agreeably pleased with initial indications that no such action was contemplated. My first concern is for the International Brotherhood of Teamsters and its 1,300,000 members. I shall never do anything to hurt the jurisdiction of the union nor the jobs of its members.

My present concern is with thousands of men doing the work of Teamsters who are now in other unions. They are there because the jurisdiction of our organization has been vigorously violated in the past by CIO unions.

There are oil truck drivers, laundry drivers, milk drivers, dry cleaning drivers, and many others now in CIO unions.

This is why I am opposed to the present "no-raiding" pact which freezes jurisdiction.

It is not raiding to state that other unions have members who by virtue of their work should be in our organization. That is a mere statement of fact, an unpleasant fact to some people, perhaps, but still a fact.

To sign agreements which might injure the Teamsters' union, would be to freeze injustice and inequity.

While I welcome merger of the two great workers' organizations, because I feel it would benefit all of labor, I shall always keep your welfare uppermost in my mind and continue to fight in your behalf.

The practical way to achieve "no-raiding" is through the signing of joint organizational pacts with other unions. We now have such agreements with seven national unions; pacts which have worked to the mutual benefit of all.

As one example, I would like to cite the success of our most recent joint agreement, one with the Amalgamated Meat Cutters and Butcher Workmen,



AFL. Although the joint committee only came into being at the end of last year, it has already settled 11 jurisdictional disputes, organized 2,000 workers and inaugurated two more organizational drives which are now going on.

On page 19 of this issue you will find the agenda of two important meetings of your union to be held next month in Chicago.

The first is the 1955 Conference of National Trade Divisions. This will be held at the Palmer House on April 13, 14, and 15. Delegates from all the 15 trade divisions within the International Union will gather together to discuss problems and make decisions important to their own divisions. Out of such meetings comes a stronger and better coordinated union.

Of special interest to the conference will be the following speakers at the opening session: they will be General Counsel J. Albert Woll, Economist Al Weiss and John M. Redding, executive director of Advisory Committee to the Trucking Industry.

Immediately following the Conference of National Trade Divisions there will be the third annual meeting of the Central States Conference. This session will be held April 16 and 17. This, too, will be at the Palmer House and will consist of two days packed with meetings at which Teamster leaders from the Central States can formulate policy for the coming year.

When I became general president I had many hurdles to clear before the conference idea was generally accepted. It was necessary to demonstrate that the conference idea could live with and become an integral part of the International Union. Now that it has succeeded it has been accepted by many other unions, both inside and outside of the American Federation of Labor.

Originally the conference idea developed in the West. It is now proving its worth in the East, the South and the Central States.

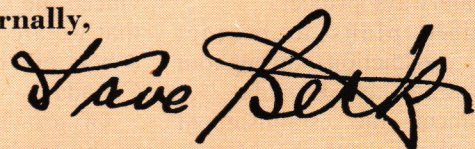
For the first time in the history of our union these three conferences have hammered through contracts in the past few months which set standards on a regional rather than a city-by-city basis. They have brought Teamsters from scattered areas together in tightly-knit teams. It is through such teams that progress is made.

Just one final word on the proposed raises for Congressmen and for postal employees. As this is written, word comes from Capitol Hill that the House has passed a bill giving Members of Congress a deserved \$10,000 a year pay raise.

It would be well for the lawmakers if they gave the same consideration to the request for an equally deserved pay raise by postal and other Government employees. As you have been told in previous letters, these employees need at least a 10 per cent raise. It will be the policy of the International Brotherhood of Teamsters in Washington and on a nationwide basis to lend every assistance to Government employees in securing a much-needed salary increase.

Next month I hope to discuss the progress of bills in Congress of interest to our members.

Fraternally,





## *Intensified Organization, Strong Jurisdictional Protection Program, New Legislative Program Highlight Plans of General Executive Board*

### **BOARD ACTS ON VARIETY OF ISSUES**

**I**NTENSIFIED organization work, including a stepped up drive in the Dominion of Canada, a strong jurisdictional protection program and a new national legislative program marked the highlights of the plans made by the General Executive Board at its winter meeting in late January. The Board took action on a wide variety of important issues at its meeting which was held January 25-28 in Miami, Fla.

At the winter meeting the Board:

- Appropriated \$300,000 for organization work in Canada;
- Authorized a budget of \$500,000 for a national legislative program for work on the Federal level before Congress and the Interstate Commerce Commission;
- Named a committee to work in expanding organization in the parcel delivery field in areas and lines paralleling those of the American Express Agency;
- Named a committee to work in the truck-rail and truck-ship coordination fields;
- Named a committee to work on Teamster organization plans on the waterfront sections of the United States and Canada;
- Discussed plans for the 1955 Safety Truck Check;
- Made plans to investigate the effects of the developing St. Lawrence Seaway on Teamsters in cities and areas immediately affected by the new waterways project;
- Intensified plans to protect Teamsters jurisdiction throughout the United States and Canada;
- Announced the establishment of a national office of the Miscellaneous Trade Division with Wil-

liam M. Griffin of Seattle, Wash., as director.

- Set up a committee to work out a coordination program in conjunction with the American Trucking Association, the Independent Advisory Committee for the Trucking Industry, with special emphasis on mail hauling and distribution service at airline terminals.

- Heard reports from the general president and general secretary-treasurer on membership and financial progress of the last 12 months.

Action by the Board in allocating \$300,000 for Canada was taken following plans laid last summer at the first Canadian conference of Teamsters held in Edmonton, Sask., in August. Three sub-allocations are being made with \$100,000 devoted to the East and similar sums to the Central and Western sections of the Dominion.

"This action by unanimous vote of the General Executive Board underscores the importance which the Teamsters attach to the great potentialities of Canada," General President Dave Beck said in commenting on the action. "Following the Teamster meeting in Edmonton last summer our people inaugurated a program of planning and analysis of the problems of organization of Teamster jurisdiction in the Dominion of Canada. Developments since the initial conference have convinced the General Executive Board that we are definitely on our way to a new era in Teamster progress in Canada."

Of growing national importance to the International Brotherhood of Teamsters are developments in the

national legislative and Federal regulatory fields. The Board authorized a budget of \$500,000 for the use of the general president to set up a national legislative program. This plan would include both a legislative program and a program designed to meet the needs imposed by regulations of the Interstate Commerce Commission in the transportation industry. Establishment of such a program covering both legislative and regulatory responsibilities has long been the aim of the general president as voiced to Teamsters' delegates at national trade division meetings.

Of especial importance to expanding jurisdiction in the distribution field was the appointment of a committee to develop through the Teamsters ways and means of servicing terminal facilities of the United Parcel Corporation at airlines paralleling services now provided by the Air Express Agency. Development of the United Parcel movement is rapid and Teamster Unions are finding increased opportunities to expand delivery jurisdiction through this expansion. The committee named by the general president includes Vice Presidents Einar Mohn, Washington, D. C.; Frank W. Brewster, Seattle, Wash., and James R. Hoffa, Detroit, Mich.; Eastern Conference Director Thomas E. Flynn, Washington, D. C., and Southern Conference Director Murray W. Miller, Dallas, Tex.

#### **DISCUSS SEA TRAINS**

The expanding movement of rail-trailer coordination and ship-trailer or so-called "sea-trains" claimed major attention of the General Executive Board at its meeting. The use of rail and water forms of transportation are playing increasingly important roles in transportation and distribution and the Teamster officials said that such movements deserve the most searching attention and vigilance. Meetings on these topics were scheduled for late February or early March.

The question of organizing Teamster jurisdiction in and around the waterfront facilities of the United States and Canada was discussed at the Miami meeting. The Board decided to move forward in this field,



but did not announce precise plans for action on the waterfronts.

Preliminary discussions were held on the 1955 Truck Safety Check. The Board reviewed the results and progress of the 1954 check and discussed ways and means in which the current effort could achieve maximum effectiveness. The Board decided to request the national trade divisions and especially the National Over-the-Road Division to map plans in detail at the Chicago meetings which are scheduled for April 13 and 14.

The growing impact of the development of the St. Lawrence Seaway was a matter of study by the Board. This project approved by the United States Congress last year is now well under way with construction going forward under the sponsorship of the two participating countries, the United States and Canada. Patterns of travel and transportation will be sharply modified by the opening of the seaway, the Board agreed. These new patterns will mean a greatly increased opportunity and challenge to union activity in many cities and areas of the Great Lakes region, it was pointed out in Board discussions. The cities which will bear the greatest impact of the new development, it was said, would be Duluth, Minn., Milwaukee, Wis.,

Chicago, Ill., Detroit, Mich., Toledo, Ohio, Cleveland, Ohio, Erie, Pa., and Buffalo, N. Y., in the United States and Hamilton, Ont., Toronto, Ont., and Montreal, Que., in Canada.

The problem of changing patterns of distributions and transport will be a high priority problem for Teamster investigation and study as the result of action at Miami.

A general review of Teamster jurisdictional problems was made by the Board. The operation of bilateral agreements which have been entered into with other unions was viewed with considerable satisfaction as a solution to efforts at so-called "no-raiding" aims. Consummation of additional agreements with other unions will be made, it was decided with definite results promised both in terms of protection of Teamster jurisdiction and effectively maintaining harmonious relations with other internationals.

The Board renewed its strong support of General President Beck's policy of rigid protection of Teamster jurisdiction throughout the United States and Canada.

"We are not seeking to encroach on any other union," Mr. Beck said. "We want only those members or potential members who belong to us. At the same time we will not

be the supine victims of raiding by other unions who claim and try to grab what is rightfully Teamster jurisdiction."

The program of establishing offices of national trade divisions was continued with the authorization of setting up the National Miscellaneous Division in Washington, D. C. at International Headquarters. This new national office will be effective April 1, with William Griffin, Local 192, Seattle, Wash., as director. Mr. Griffin has been a pioneer in trade division activities and has been chairman of the National Miscellaneous Division for several years. He is one of the most widely known men in the Teamster movement.

A stepped up program of coordination with other facets of the motor transport industry was approved by the General Executive Board. A committee to coordinate these efforts with the American Trucking Associations and the Independent Advisory Committee for the Trucking Industry is being set up. It was also announced that John M. Redding, former assistant Postmaster General, and more recently a consultant to ACT has been named coordinator of the Independent Advisory Committee.

The coordinating committee hopes

*(Continued on page 26)*

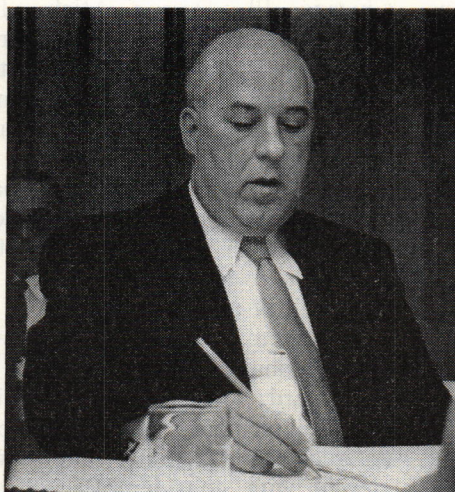


Pictured here are the members of the Executive Board at the meeting at Miami. From left, seated, are: Members Sidney L. Brennan, D. J. Murphy, John F. English, Dave Beck, John J. Conlin, and John T. O'Brien. Standing are James R. Hoffa, Thomas L. Hickey, Harry Tevis, Einar Mohn, Joseph J. Diviny, Frank Brewster and William A. Lee.





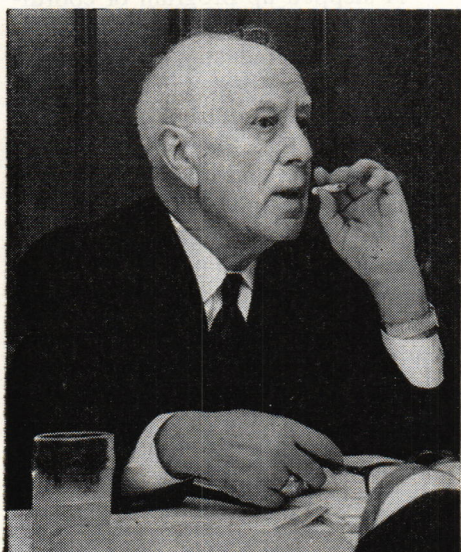
First Vice President D. J. Murphy takes notes during sessions held in Miami Beach.



Sidney L. Brennan of Minneapolis ponders report to Executive Board by President Beck.



James R. Hoffa of Detroit was named to probe expansion of parcel services.

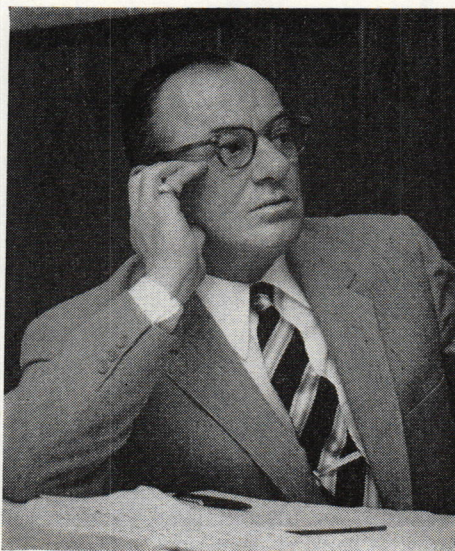


John J. Conlin, 2nd Vice President, shows concentration as he listens to a discussion.

## International's General Executive Board MAPS PROGRAM OF ACTION



Chicago's John T. O'Brien, 4th Vice President, hears plans for stepped-up organizing.

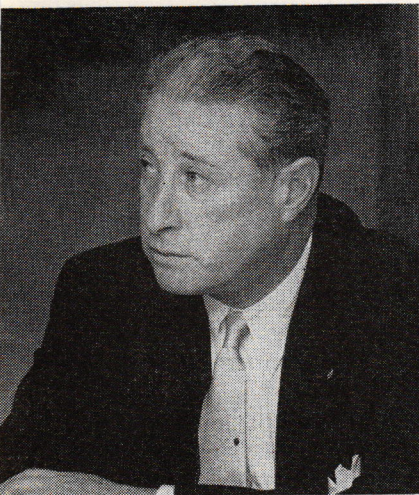


Harry Tevis, 11th Vice President, attends to the board's discussion of mail-by-trucks.



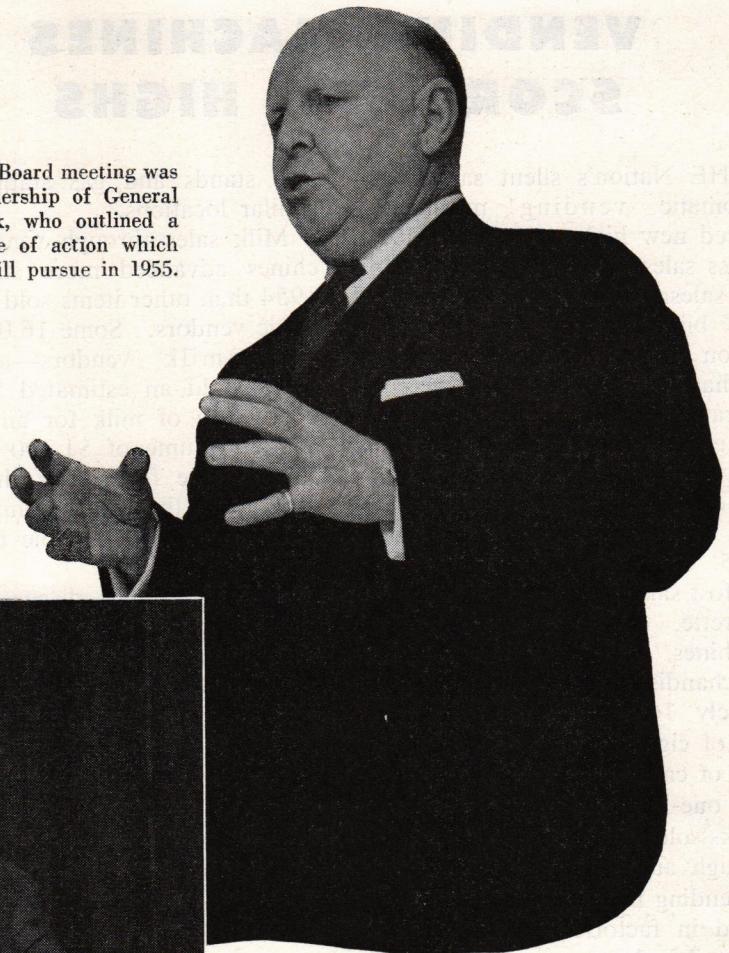
Einar Mohn refers to his notes during talks on Canadian organizing program.





Joseph J. Diviny, 8th Vice President, San Francisco, hears plans for Truck Check.

The Executive Board meeting was under the leadership of General President Beck, who outlined a vigorous course of action which organization will pursue in 1955.



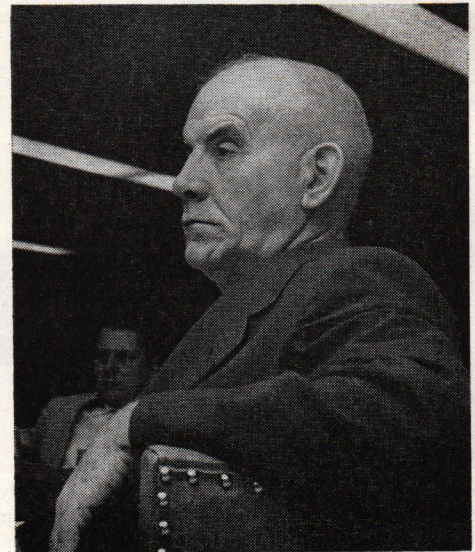
General Secretary-Treasurer John F. English listens to a query put to him by one of vice presidents during mid-winter Executive Board meeting.



Wm. A. Lee of Chicago attends to report on membership and finance as rendered.



Frank Brewster, 5th Vice President, speaks on matter before the board for consideration.



Thomas L. Hickey of New York hears plans for increased waterfront area organization.



# VENDING MACHINES SCORE NEW HIGHS

**T**HE Nation's silent salesmen—automatic vending machines—scored new highs in sales in 1954. Gross sales through these mechanical salesmen ran to an estimated \$1¾ billion as contrasted with \$1½ billion in 1953. Close to 3 million mechanical sales outlets were in operation during 1954, literally selling everything from soup to nuts. The volume of sales and the number of vending machines in operation are expected to rise during 1955.

Most sales were accounted for by cigarette, candy, and soft drink machines. Currently, automatic merchandising accounts for approximately 16 per cent of the total sale of cigarettes and about 20 per cent of candy bars. It is estimated that one-fifth of all cola and fruit drinks sold in the United States pass through automatic machines.

Vending machines are commonly found in factories, schools, hospitals, railroad or bus terminals, road-

side stands and gas stations, and similar locations.

Milk sales through vending machines advanced more sharply in 1954 than other items sold by automatic vendors. Some 16,000 automatic milk vendors—automatic cows—sold an estimated \$22 million worth of milk for an average annual volume of \$1,400 per machine. The forecast is that 1955 milk sales through automatic machines may easily double the 1954 totals.

Automatic milk dispensing machines are catching on in many parts of the country. The National Automatic Merchandising Association, a trade association of vending machine operators, estimates that there are now about 500 milk vending routes in the country—about evenly divided between those operated by milk plants and those operated by automatic merchandising firms. The growth of automatic merchandising of milk through vend-

ing machines is illustrated by the fact that half of the concerns now active were not vending milk two years ago.

Milk-vending machines are of four main types—a dispenser used in eating places, which eliminates the cost and handling of containers; a type often found in factories that dispense small cartons to consumers for on-the-spot consumption; one that vends quart-size containers for home use; and an outdoor, high-volume type, which

vends milk in quart and half-gallon containers for home use. A trade journal reports a milk vendor that automatically vends cartons, bottles and cans—interchangeably.

The use of outdoor milk-vending machines designed for neighborhood and roadside take-home sales of milk is booming. In Connecticut, for example, the number of such automatic vending stations rose from one in September 1953 to 26 in September 1954. Located at gas stations, bus stops and suburban street corners, they make milk available for home use seven days a week and 24 hours a day. These automats may hold as much as 2,000 quarts of milk, refrigerated to 38 degrees F. or lower. The shopper simply drives up, puts money in according to the number of quarts wanted and automatically gets his purchase with no waiting. Some machines even make change.

The outdoor milk vending machines cater chiefly to the "emergency" and after-hours trade. Studies of their use show that most sales are made between 5 and 8 p. m. but that much milk is sold after midnight. Patrons included men on their way home from work, hurried shoppers who did not want to take time to dress to go to the store, or who needed milk on weekends or holidays or after-hours when retail stores are closed. The element of convenience is undoubtedly significant in accounting for the increasing volume of sales through outdoor machines. In the Minneapolis-St. Paul area, out-of-door milk vending machines have been successful at service stations, parking lots of supermarkets, and a housing project at the University of Minnesota.

Another recent development is the location of quart-size milk-vending machines in the halls and basements of apartment houses in several cities, including New York City. These machines, which dispense quart cartons for tenant home consumption are designed to supplement dairy door-to-door delivery and store outlets.

Milk vending machines are usually stocked by dairy routemen. Collections and mechanical main-

(Continued on page 10)



Milk vending machines are going after the family trade. The machine shown above is located in a large apartment house in Washington, D. C., and dispenses quart units. The machine is serviced by Local 246 drivers. Teamster Edward Gray shown above services this machine.



## ORGANIZING GOAL OF DAIRY CONFERENCE

**S**TRONGER efforts toward organization of the unorganized and a closer cooperation among locals in the dairy industry field will be the main objectives of the Mid-States-East Coast Dairy Conference as the result of plans made at the organization's spring meeting. The sessions, January 20 and 21, were held in Pittsburgh, Pa., with Local 205 as the host local.

Delegates attending the meetings included 88 dairy local members from the Middle West, Eastern Conference area and Canada.

Problems covering the whole range of the industry were discussed in the two days of intensive meetings. For the first time, the conference limited its program to Teamsters and had no outside speakers attending. Among the topics discussed during the meetings were: fluid delivery problems; growth of independent vendors; pension and welfare plans; sale of routes to employees; effect of plant economies on personnel; need for organizing manufacturing plants; ways and means of dealing with national concerns and the butter and ice cream situation.

Vice President Harry Tevis of Pittsburgh welcomed the delegates to the meeting which was held in the William Penn hotel. Charles De Renzo, Local 205, was chairman of the arrangements for the meeting and Eugene R. Hubbard, Washing-

ton, D. C., was chairman of the conference.

One of the chief features of the two-day session was a report by delegates on economic and trade union conditions in their areas. Each delegate was given an opportunity to spell out the problems and obstacles he faced in Teamster organization in his own locality. As the result of the reports given and the discussions, the dairy members de-



Executive Board members of the East Coast-Mid States Dairy conference pose for a group photo. SEATED (left to right)—Charles DeRenzo, Pittsburgh, Pa.; Eugene R. Hubbard, Washington, D. C.; Harry Tevis, Pittsburgh, Pa.; and John Backhus, Philadelphia, Pa. STANDING—Pete Hoban, Chicago; Lawrence McGinley, Newark, N. J.; Joseph Hefferman, New York City; Howard Haynes, Louisville, Ky.; Patrick Burke, St. Louis, Mo., and Russell Elmer, Cleveland, Ohio.

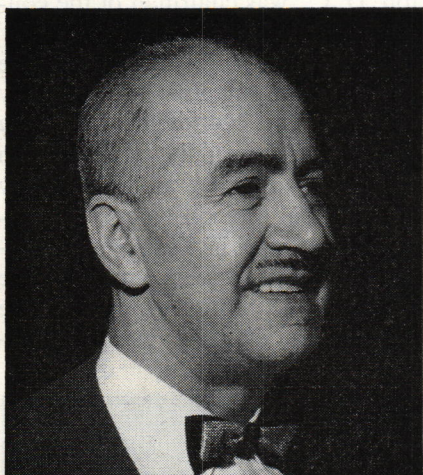


Harry Tevis (left) receives his commission as a Kentucky colonel with Howard Haynes of Louisville, Ky., relaying felicitations from the governor of the Blue Grass State.



Ernest Donaghue, Minneapolis, Minn. (with paper), looks over the provisions of a contract being studied by the conference. Dairy agreements were a top priority source of attention at the meeting.





LEON DECKER, Wilkes-Barre, Pa., discussed problems confronting Pennsylvania milk wagon driver.



Lawrence McGinley, president of Joint Council 73, took an active part in the conference session.



Eugene R. Hubbard, chairman of the East Coast Mid-West Conference, speaks to group at opening session.

terminated to devote intensified efforts toward organizing the unorganized. It was pointed out at the sessions that a greater degree of cooperation on the part of dairy workers' locals would be helpful in achieving a greater measure of organization.

Among the many problems before the meeting were those which have been created as the result of technological and merchandising changes. This industry, the delegates reported, is undergoing pronounced changes and these changes are creating difficulties in many areas for dairy drivers and dairy employees.

The problem of home delivery was a main topic of discussion and the danger to home delivery created by store sales, wholesale merchandising and vending machines were discussed. It was discovered, according to reports from all parts of the country that home delivery creates a stabilized market whereas cut-throat competition in the wholesale field results in fluctuation which endangers both retail routes and the dairy managements as well. The delegates declared that they should seek through their employers a stabilized industry through greater attention to home delivery.

Evidence appeared to be overwhelming that dairies were gaining a merchandising advantage through having a stable market when they sought to develop through aggressive sales of home delivered milk. It was hoped, according to repeated observations, that the Teamsters

could persuade their employers to pay increased attention to merchandising in the home delivery field.

Vending of milk through machines was discussed and the rapid growth of automatic merchandising was shown to be spotty in the dairy field. The early vending machines, the delegates found, were devoted to snack bars and the dispensing of small quantities for on-the-spot consumption. The newer trend, however, is for the use of vending machines to serve quarts and half gallons for the family trade. The problem of seeing that vending units are serviced by Teamsters is one which deserves immediate attention, said the delegates.

Pension and welfare programs were discussed at length with delegates reporting on the progress being made in various parts of the country in these forms of employee protection.

One of the principal aims of the dairy locals in the months ahead, according to the consensus of aims is that of taking a more active part in civic and political affairs. Delegates were urged to see that they are registered and can vote in any special elections held in 1955 and will be eligible for the regular elections of 1956. Delegates also resolved to work diligently against the threatened "right-to-work" bills in states where attempts are being made to enact this type legislation.

The Mid-States-East Coast Dairy Conference will hold its fall meeting September 1-18 at Atlantic City,

N. J., according to plans made before the sessions closed in Pittsburgh.

## Vending Machines

*(Continued from page 8)*

tenance of the equipment may be handled by the vending machine operator. Some dairies have established separate vending departments, separate and apart from their retail and wholesale routes.

In the Minneapolis-St. Paul area, regular wholesale drivers deliver milk to the outdoor machines on a three times per week delivery schedule. They fill the vending belts with milk remaining in the storage space, and then unload from their truck the milk ordered by the machine operator.

Though milk vending constitutes a growing phase of automatic merchandising and of milk sales, relatively little is known of its extent and significance to the average milk driver. As yet, the effect on home deliveries and wholesale deliveries of milk has not been adequately measured.

Automatic vending appears to be of growing importance in the distribution of all sorts of goods and services. It is likely to affect existing methods of distribution in industries employing members of the International Brotherhood of Teamsters. Vending machine operations must therefore be completely organized and Union standards established for the protection of our members.



## AFL-CIO MERGER NEARS REALITY

**S**TEPS are under way to merge the American Federation of Labor and the Congress of Industrial Organizations. An agreement to merge the two groups was made by the leaders of the two groups in Miami, Fla., last month. Approval by the AFL Executive Council was given February 10.

A joint statement issued by AFL President George Meany and CIO President Walter Reuther said that the agreement had been reached by the joint unity committee which had been working on plans for consolidating the organizations for some time. In the statement the spokesmen for the two groups said:

"This agreement will preserve the identity and integrity of the more than 140 trade unions now affiliated with the CIO and AFL. They will continue, under this plan, to conduct their own individual collective bargaining with employers, as in the past. The agreement provides for a mechanism for voluntary—not compulsory—merger of individual trade unions in the same field. Through arrangements to be worked out, the members of all affiliated un-

ions and the general public can be assured that the swift progress made during the past two years toward the elimination of 'raids' and 'jurisdictional disputes' will be continued."

Under the plans made in Miami, AFL President George Meany will be president of the merged organization and William F. Schnitzler, secretary-treasurer of the Federation, will be the secretary-treasurer. The 34 unions in the CIO will become a special department in the new organization and will be known

as the Council of Industrial Organizations. The new organization will have 27 vice presidents who will be elected at the regular conventions of the merged organizations—17 from the AFL and 10 from the CIO. These together with the president and secretary-treasurer will be the Executive Council.

The 10-man committee from the AFL working on the merger included: President Meany, Secretary-Treasurer Schnitzler and the following AFL vice presidents: Harry M. Bates (Bricklayers); Matthew Woll (Photoengravers); W. L. McFetridge (Building Service Employees); David Dubinsky (ILGWU); A. F. Hayes (Machinists); Charles J. MacGowan (Boilermakers); D. W. Tracy (Electrical Workers) and William Doherty (Letter Carriers).

## NEW DEVELOPMENTS CONCERN COMMITTEE

The vast technological developments in the warehouse industry in the past five years took the center of the stage at the meeting of the Policy Committee of the National Warehouse Division in New York City on February 10 and 11.

The first large-scale use of automation in this field has taken place at Lever Brothers' soap warehouse in Chicago, it was reported. Other developments include the million-dollar warehouses recently constructed by Safeway, A & P, Kroger, and other grocery chains. Pooled warehousing by independent super-markets was reported from several areas. Use of pallets, fork lift trucks, and tow trucks is almost universal in the expanding warehouse industry.

"There is already in existence a machine that can pick orders," Acting Director H. J. Gibbons told the Policy Committee members. "As soon as it is financially worth-while, companies will start using this, just as they have put in conveyor belts and IBM punch-card systems to keep inventory. Automation is a development nobody can stop. We will have to find some way of adjusting to new technological changes in the industry that will benefit our union warehousemen—for example, short-

er hours, higher pay for the new skilled job classifications, and provisions to find new jobs for those displaced by machines."

Progress in the drive to organize Montgomery Ward & Co. was reported by Donald Peters of Chicago, chairman of the organizing committee of Teamster locals. Recent NLRB elections were won by overwhelming votes in Albany, N. Y., and St. Paul, Minn. Only one mail order house is not represented by the Teamsters—in Fort Worth, Tex., where the local union has filed for an NLRB election.

A survey of public refrigerated warehouses was approved for distribution to the locals having this jurisdiction. A caucus of these local unions will be held in connection with the Chicago meeting of the Division in April, at which time some plans will be made for organizing the half of this highly competitive industry that is still unorganized.

Reports were received and approved on the work of committees representing local unions with jurisdiction of warehouses of the Kroger Company, American Stores Company, and Great Atlantic & Pacific Tea Company in the Eastern Conference area.

### Beck on the Merger

When the AFL Executive Council was preparing to vote on the agreement to merge the two organizations, General President Dave Beck was in Washington on Teamster business at the International Office. He sent a message to AFL President George Meany which said:

"Please record me in the Executive Council as being anxious to cooperate in making the work of merging with the CIO practical and purposeful. I am very much in harmony with the provision that voluntary action be taken to effectuate solution of jurisdictional and other disputes."



as the Council of Industrial Organ-  
izations. The new organization will  
be 52 vice presidents who will be  
elected at the regular conventions  
of the member organizations—17  
from the AFL and 10 from the CIO.  
The new union will be the



# TOLEDO TEAMSTER

**S**OMEWHERE in the Middle West, possibly as you read this, there's a wiry little guy with deep-set squinty eyes tooling a semi-trailer along the concrete. To the people who see him, the tourists, the cops, all the other drivers, he's just another truck driver. The name is Roy Houck.

But Roy Houck is an individual who has a life quite outside the cab of that big tractor that pulls cargo in and out of Toledo, Ohio, for the Liberty Highway truck line. He's a husband with the responsibilities and emotions of a husband. He's twice a father and he thinks of two little girls aged 3 and 5 as he rides the bumpy roads. He's a Teamster and a shop steward of Local 20 in Toledo and he mulls over those

problems, too. He's a member of his community and a homeowner (almost) and he's any number of things. He's not just a truck driver, as no truck driver is just a truck driver.

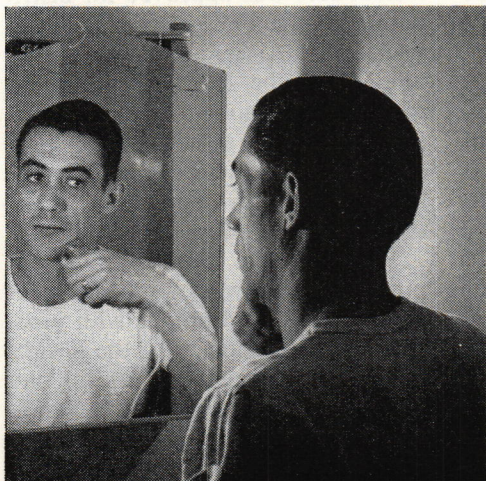
From the hundreds of thousands of truck drivers organized for collective bargaining purposes in the International Brotherhood, Roy was selected by a whole string of circumstances to be "put under the microscope." A writer-photographer on the staff of the International Teamster went to Toledo and lived with Roy Houck and his family for four days. They rode in the cab together, ate together, played together, went grocery shopping together, and told each other stories about themselves. This, then, is

Roy Houck's story; the story of a Teamster who, every day, as a million others do, meets the problems of life in the best way he knows how.

As he bumped along the broken concrete from Detroit to Toledo with a pile of balloon freight, upholstery stuff for Willys Motors, behind him, Roy recounted his life story. He was born into a poor family. The WPA was their life during the depression. Roy bought an old beat-up pickup truck and hauled men to the projects when he saw the opportunity. That paid off and he bought a bigger truck and hauled water kegs, men and materials, besides working on WPA.

One day, with his twin brother riding in the truck bed, a wild driver forced him to the low side of an un-

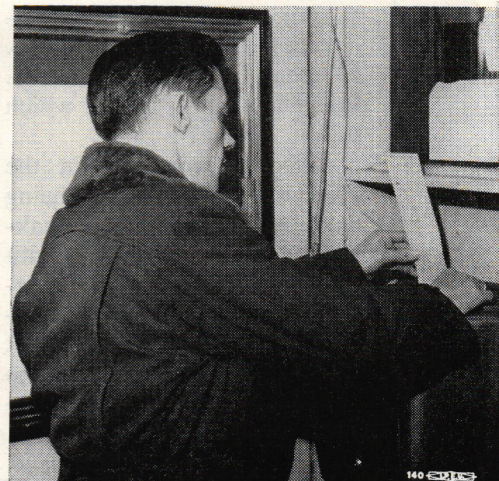
The workday begins with the universal chore of shaving as Roy Houck, Teamster of Local 20 in Toledo, removes chin stubble.



A goodbye kiss from his wife, Virginia, as he leaves before dawn breaks for the run which has been given him.



When Roy arrives on the job he checks in by punching a time clock at Liberty Highway Co., where he does highway hauling.







In the yard of the freight-forwarding company, Roy backs his tractor unit under a waiting trailer which has been loaded with cargo. He may be called on to make runs all through Middle West.



Roy is handed his manifest by Ed Vermette, chief dispatcher for Liberty Highway Co. Seated at desk is Jack Wilcox, an official of the large trucking concern.

derpass. The brother's head was crushed. His third brother later drowned. His father, crippled by arthritis, died. Roy carried on with his mother, whom he supports today, as he did in those times when he left after two years of high school to go to work because he had to if he wanted to keep eating regularly.

When times got better, Roy got off WPA. Through a neighborhood acquaintance, he learned of a job open with Liberty Highway. He went to work there, only to have his work interrupted by World War II. He left his job and went into the Air Force. While he was in training in Arkansas, in December 1943, he and his girlhood sweetheart got married. Even the commanding officer and his wife went

to the wedding. But though the love of the couple was great, their married life together was all too brief as Roy went overseas with a B-24 bombing squadron of the 15th Air Force Group. He was trained as a flight engineer and it was his job to keep the engines running. He had fought all through Italy and now, in September 1945, they were flying out of Foggia, Italy. This particular morning they were scheduled to bomb some rail yards in Austria. They lost one engine. Then a second engine went out. They began to lose altitude. The hydraulic system failed. Roy clambered back into the bomb bay, kicking the bombs out of the bomb bay he had cranked open by hand when the Nazi fighters came in,

their 20-mm cannon barking death. The intercom was knocked out. The rear turret was a shambles; it's gunner bleeding from a neck wound. The nose gunner was knocked out. One by one the crew left until only Roy and the pilot were left. The pilot waved him away and he jumped. As he did, a 20-mm shell showered his left side with shrapnel. Down he went through the frigid air under the canopy of silk but the Nazis were not satisfied. They circled him, shooting. One slug hit Roy's right arm but went through without breaking the bone. He lit, broke both legs and was taken prisoner.

He had four operations to remove lead while he was in prison camp for nine months. The Russians

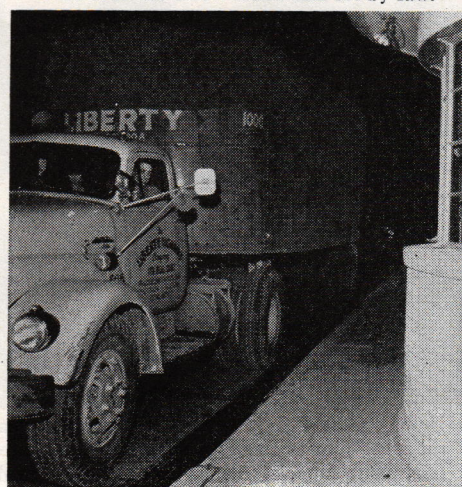
The last procedure before he leaves the terminal is the sealing of the doors. This is a protection against pilfering.



Out on the road, Houck keeps his mind on his driving and his eyes on the road. He had special rear-view mirrors installed.



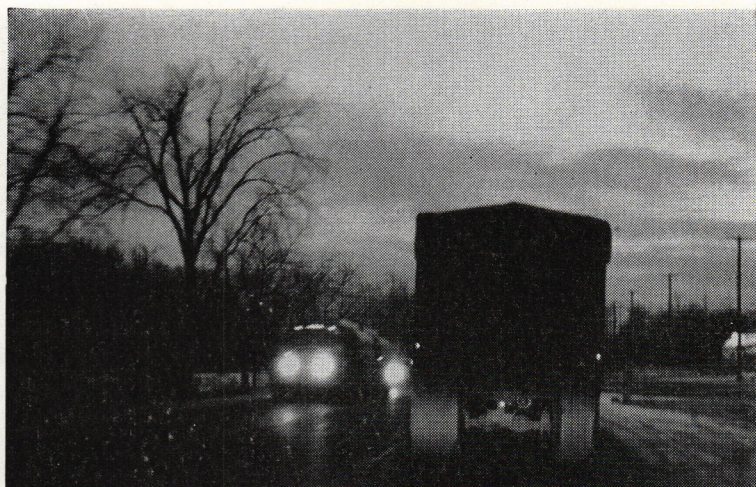
Here he pulls his load onto the weighing station on highway at the state line. The load must be below maximum set by law.







At a truckstop between Detroit and Toledo, Houck breaks his trip with a stop for coffee and some hot home-made pie. This particular stop is operated by the wife of another Teamster.



With his lights on as he heads into the gathering dusk, Roy is headed for the barn with a load of auto-body supplies. Because it is a rush shipment, usual procedure will be altered and load dropped at customer's dock.

overran the camp and the Nazis, to the last man, fled. All this time nobody had told his wife, Virginia, that he was alive. She wrote every day but all her letters were returned. She thought he was dead. Only one man of the ill-fated crew actually died, though. Roy lived; partly because he had a will to live. He knew he probably couldn't make it on what they were feeding him. So he did work for the other prisoners around the camp in return for K-rations.

"I figured I could use the nourishment in the chocolate," he said. He cut down the size of the big, fuel-wasting stoves. Once, when he did it for an officer, the officer dragged out some carefully - hoarded flour and chocolate and baked him a nice

cake on the stove Roy had rebuilt.

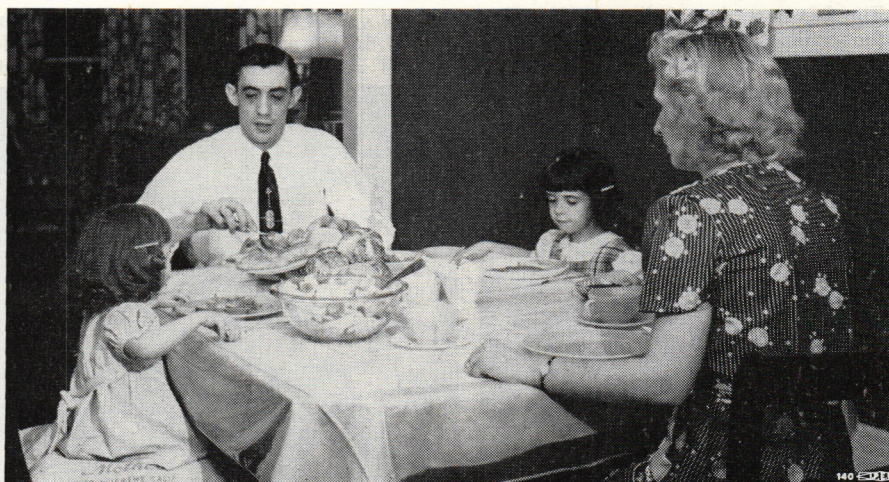
Thanks to his ingenuity and will to live, Roy came back, carrying around (as he still does), pieces of German lead. In January 1946, he was discharged. He is entitled to the World War II Victory Medal, the Africa-Middle Eastern ribbon, American Theater and European Theater ribbon with four Bronze Stars, the Air Medal, the Good Conduct Medal and the Purple Heart. He doesn't wear them, but keeps them in a little cardboard box in his dresser drawer, along with his prisoner-of-war dogtags, his U. S. dogtags, a piece of shrapnel they dug out of him and a couple of religious medals he wore when he dove out of that bullet-shattered B-24 high over Austria.

With peace re-established, Roy went back to Liberty Highway. He and Virginia picked out a house in a middle-class neighborhood not too far from the truck terminal in Toledo. They found out, after the papers were signed, it was riddled with termites. Roy got exterminators in, then doubled the floor joists himself. Together, they painted and papered and refinished until today the house shines and its floors are covered with warm and attractive carpeting that flows smoothly up the stairs to where their two little girls sleep snugly.

Roy is shop steward at Liberty and takes his duties seriously. "It's a good place to work and we don't have much trouble. Some guys like to think that I'd take advantage



Home again! Two-year-old Karen gets a hug at the front door as Daddy gets back from another trip. Now Houck will be free for week-end.



The Houck family gathers for family dinner. Karen, seated at left, is boosted to table level with a souvenir pillow from Port Hueneme, Calif., from Roy's service days. Linda Ann, five years old, is on far side of the table, awaiting her service as Daddy starts meat.





Splash has caused his hose connector to trailer to be iced in place. Without other recourse, Roy takes flare from kit and thaws out the iced-up coupling.



After he has checked into the Toledo terminal of Liberty Highway and put his tractor away, Houck takes a few minutes out for his union duties as a shop steward. He confers with Eric Johnson, steward. Man with hand truck is Clarence Sass.

of my shop steward's job to take their runs from them. I don't work that way," he said. "Their runs are theirs. I like what I've got."

Most people seem to like Roy. He's seen enough of hatred and strife during wartime. In peace, he wants to be left alone to do the job before him as he sees it. "I got several jobs" was the way he put it. "I got a job as a wage earner and I figure to give Liberty a full day's work for a full day's pay. If I don't and the other drivers don't, then Liberty won't make any dough and I wouldn't have a job . . . or not a good one, anyway."

"Then I got the job of a husband. I want to keep Virginia happy. She went through hell during the war. Sure, I had it rough, but at least I

could figure pretty well she was alive. *She* figured *I* was dead. I want to do all I can for her.

"Then I got a job as a father. With two girls I have the job of seeing to it that they get what's good for them and get a good bringing-up.

"Then there's Mom. I got to look after her, too, but she's pretty self-sufficient. She helps look after the kids, too.

Roy realizes his responsibilities to the community. He put in two dollar bills when the neighbors came by for the March of Dimes; "One for each of the girls" as he put it.

Roy never knows where he's going or when. The chances are, it will be at night. He likes to travel at night and there is a lot of night

freight required in the industrial area he serves; raw materials to be at dock-side in the morning's light so it can be turned into manufactured products the next day. He gets his assignment over the 'phone and climbs aboard the cab, which has been put into position and the load made ready for him. If it's overnight, he has a choice of about three hotels. All the company pays is the hotel bill. He buys his own food. His base wage is \$2.02 an hour.

At truckstops, he meets other drivers. They have coffee, exchange road information and he's away again. He doesn't like to kill a lot of time, simply because he'd rather go ahead, do the job and get it over with.



Protected by a spare apron, Roy dries the dishes as Virginia washes them in well-equipped kitchen of their attractive two-story home. Because he doubled his mortgage payments, Roy will clear house of debt in six months.



The Houcks take an active part in the community life where they live. Here Roy makes his contribution to March of Dimes as neighbor collects. He gave \$2; "one for each of my girls."





While admittedly "no handyman," Roy did make this swing for his two daughters in the basement of home. He does usual amount of painting and home repairs.



On day after payday, the Houck family takes off for corner grocery store to lay in a supply of provisions. There is a close personal relationship between them and the grocer who is not only a businessman but an acquaintance too.

He and the wife have a lot of fun together. They bowl in a mixed community league. Neither of them are any great shakes as bowlers but, as Roy says: "What the hell difference does it make? We have fun with the other people and with each other."

The children excitedly climb all over him when he comes back from a run. That's one reason why he's extra careful on the road, he says. He knows there's a big load of freight right between his shoulder-blades and he wants to bring those shoulders into 2809 Lawrence Avenue safely so his girls can take piggy-back rides on them.

Some nights he likes to watch the grunt-and-groan artists put on the TV wrestling shows after the children are put to bed. Somewhat

of a "model husband," Roy helps with the dishes and often beds the girls down for the night. He doesn't do it out of a sense of duty, but because he enjoys it. "It makes me feel more like I belong," he said.

The Joint Council of which Roy's local is part maintains a credit union that made 226 loans totalling \$74,737 last year. In all, there are 500 members eligible for loans at 1 per cent a month on the unpaid balance and shareholders get 2½ per cent on investments.

Roy watches his money but he has one indulgence; his car. He's got a new red Buick hardtop that he really babies. Come a fleck of snow or a drop of rain on that buggy and it's whisked away. For beating it to and from work there's an old but oil-tight Ford; that Buick

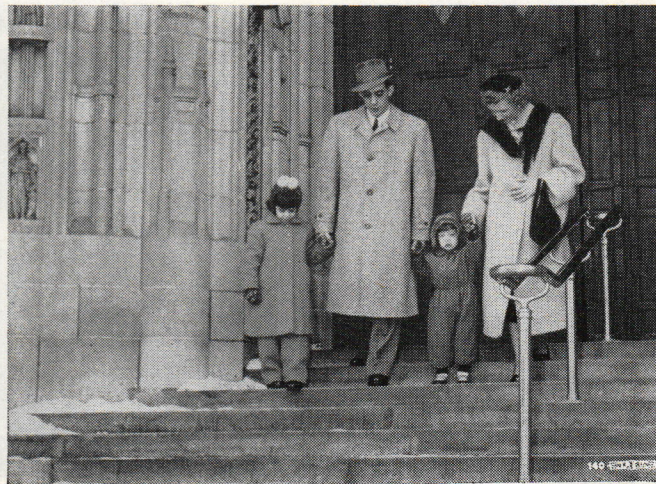
stays garaged while he's away except when Virginia cautiously takes it around Toledo. However, he has been able to double his house payments and in about five months it will be his; free and clear of debt.

Roy knows what his union has meant to him. He takes it seriously and this particular weekend there was a meeting of the drivers from his firm to discuss the upcoming contract's provisions. As a member of the contract committee, Roy made a report to his fellow-drivers. He personally liked the contract, he said. For his dough, he'd buy it. The final decision, of course, is up to the majority vote.

Houck falls down in one respect; he's not much of "one of the gang." When there's a lot of drinking to do, he doesn't do it for he doesn't



The Houcks bowl in a husband-and-wife league and look forward to dates when league meets. Virginia has improved considerably while Roy's scores have remained the same and as a result they bowl almost equal games.

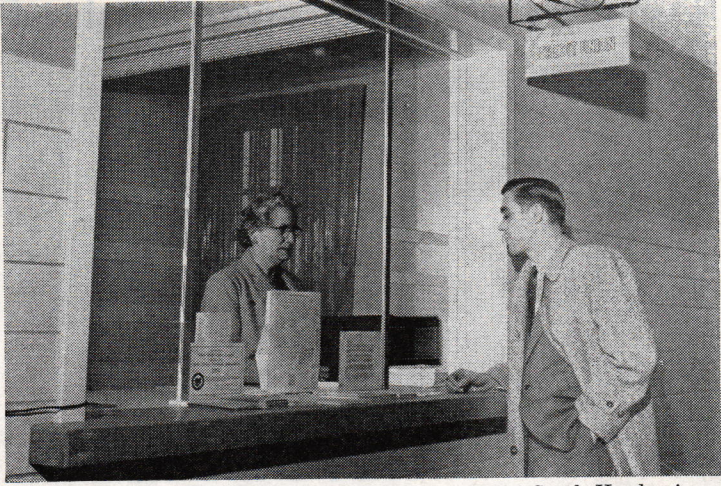


Sunday morning means church for the Houcks, emerging here after services. Roy's religion meant much to him during his imprisonment in Germany in World War II.





On his day off, as one of his steward's duties, Roy calls by the new and attractive Teamster building to pick up dues receipts issued to men at Liberty Highway, which has check-off system in its contract.



Also in the lobby of the Teamster building at 435 South Hawley is the credit union, operated for the welfare of the membership. While in the building he got data on credit union for a co-worker.

drink even beer. And when there's a bunch of the boys ready to "take over the town," he drops out.

"Virginia doesn't do it, why should I?" he asks. He's a convert to her religion and he goes regularly with her and the two little girls. He takes it seriously, too. "It makes things kind of quiet for you when they begin to get noisy," he says.

He has never been cited for reckless driving although he had one good wreck of which he was completely cleared. He was going down a wintry highway and "some clown stopped a long house-trailer smack in front of me," he said. "There were dishes all over Wayne County," Roy recalls. "That house-trailer looked like it had been hit by a cyclone. Nobody got hurt, luckily enough. The cops just told

the house-trailer guy that if he was that much of a knucklehead he had it coming to him."

But Roy knows that he's always in a certain amount of danger on the road no matter how careful he may be. He says he's glad he's covered by the health and welfare plan of the Ohio Drivers' Conference.

"I heard a lot of talk about union health and welfare plans so I decided I'd look into this one," Roy said. He found out, he reported, that 16,000 drivers plus their dependents are covered. In the past 12 months there were over 11,000 claims and the fund paid out nearly a million and a half dollars. Union Labor Life Insurance has the policy, he said, and the cost of administering the fund is 1.8 per cent.

"That I'll buy," he declared.

What does Teamster Roy Houck want from life? The battle-scarred veteran of war and peace, who was born in not-too-far-distant Napoleon, Ohio, in September 1917, wants mostly to live in peace; peace with his fellow-workers, peace with his employers, peace with his neighbors and peace with the world. If the time comes when he can step up a notch, he wants to go up; for the prestige, yes, and for the money; for "the better life."

If the bargainer discovers that his firm can pay him more money, he wants it, because it will mean more to his family. He wants to give them all he can. That's why he works. That's why he's a Teamster. That's why he does everything that he does.

"Who doesn't?" asked Roy Houck.



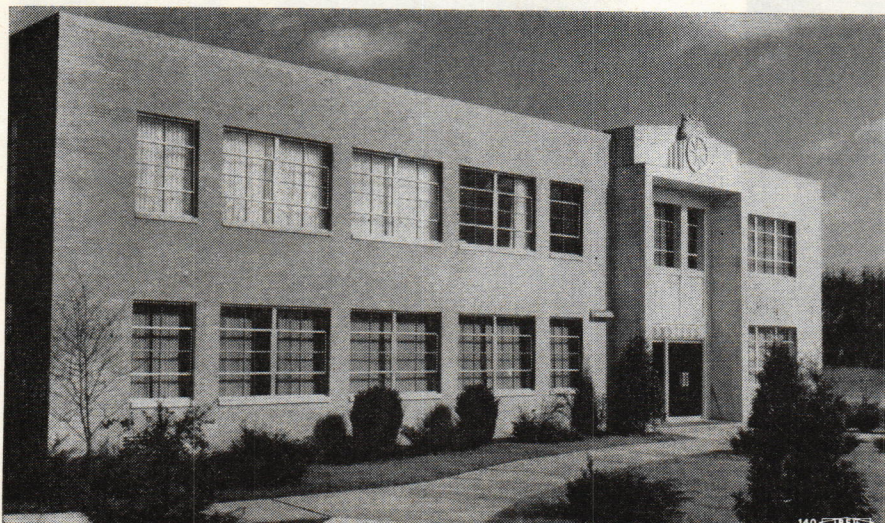
Roy took part in planning of a contract soon to be submitted to the company he works for. Here he goes over provisions with Lawrence Steinberg, JC 44 president.



At a special meeting of drivers for Liberty Highway, Roy outlines for them principal features of the contract, one of which features would be a raise of 23c an hour. On platform with him is Larry Evans, Local 20 business agent.



## Toledo's J. C. 44 Has Aggressive Program



This is the front of the new Joint Council 44 building in Toledo, Ohio, at 435 South Hawley St. The building, of extremely modern design, has ample meeting halls and office space.



Joint Council 44 takes an energetic and leading role in affairs of members, labor and the community. Here President Lawrence Steinberg conducts meeting of advisory council.



When the building was dedicated recently, the first speaker in large auditorium, Beck Hall, was General President Beck. More than 500 shop stewards heard his dedicatory address.

## Teamsters to Star In Television Show

Teamster cab drivers will soon have an opportunity of telling the "Big Story" of the taxi world with the coming of a new television series to be called "Hey, Taxi."

The show will be filmed for nationwide telecast by a Hollywood company, Kling Studios, and will depict acts of heroism, thrilling or humorous experiences of the men and women who drive taxicabs.

Only members of the International Brotherhood of Teamsters will be eligible to submit stories for production and a credit line—"In cooperation with the Teamsters' Union"—will be shown at the beginning and end of each show.

Drivers who have had experiences they think would interest the general public should submit the details to Robert Erlik, president of Kling Studios, 1416 North LaBrea Ave., Hollywood 28, Calif.

The members do not have to be professional writers in order to have their story told. Just send the details in their own words and it will be rewritten for the film if acceptable.

The television program was proposed to the Chauffeur's Division of the Western Conference of Teamsters at a San Francisco meeting in mid-December by the studio's Los Angeles attorney who requested the cooperation of the union and employers.

Notices of the new program are being posted on bulletin boards of union cab companies by the studio.

**JOIN  
+  
RED CROSS**



# 1955 CONFERENCE OF National Trade Divisions

- Palmer House, Chicago, Ill.
- April 13, 14 and 15, 1955
- Registration, 2 to 5 p. m., April 12, Palmer House, Third Floor

**RESERVATIONS:** Information on hotel reservations for those attending the National Trade Division meetings will be mailed to joint councils and local unions by International Headquarters.

**MEETINGS:** Registration for all sessions: Tuesday, April 12, 2-4 p. m.  
Wednesday, April 13, 9 a. m.—Opening General Session  
Wednesday, April 13, afternoon—Policy Committee meetings  
Wednesday, April 13, evening—Policy Committee meetings  
Thursday, April 14, morning, afternoon and evening—Trade Division meetings  
Friday, April 15, 9 a. m.—Trade Division meetings  
Friday, April 15, 2 p. m.—Closing General Session

The following National Trade Divisions will meet: Automotive, Bakery, Brewery & Soft Drink, Building Materials & Construction, Cannery, Chauffeurs & Taxicabs, Dairy, Municipal Employees, Produce, Laundry, Miscellaneous, Over-the-Road, Truckaway, Warehouse and Newspaper Drivers.

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# 1955 SESSION OF Central States Conference

(Third Annual Meeting)

- Palmer House, Chicago, Ill.
- April 16 and 17

**RESERVATIONS:** Information on hotel reservations is being mailed to Central States Conference of Teamsters affiliates by the Central States office.

**MEETINGS:** Friday, April 15, 7-9:30 p. m.—Conference banquet, Grand Ball Room  
Saturday, April 16, 10 a. m.—Opening General Session, Red Lacquer Room  
Saturday, April 16, afternoon (2 p. m.) and evening (8 p. m.)—Trade Division meetings  
Sunday, April 17, 10 a. m.—Trade Division meetings  
Sunday, April 17, 2 p. m.—Closing General Session—Red Lacquer Room



# EDITORIALS

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## *Progress on Atomic Fronts*

With the launching of the *Nautilus*, first atom-powered submarine, the development of nuclear energy enters a new stage. The *Nautilus* is only the first of several submarines to be powered by atomic energy. Different applications of nuclear power will be tried in future submarines now under development or in the planning stage.

The submarine is regarded as a weapon of war and defense, but the success of the first nuclear submarine should carry many lessons for those interested in the non-defense aspects of atomic power. If we can use power to run submarines, the next step should be to use power to propel merchant and passenger ships. And we are told that progress is being made in the field of aviation and that perhaps the first atomic-powered airplane will be a seaplane.

The progress on the weapons front is reported guardedly by the Atomic Energy Commission and the Department of Defense, but we are assured that progress is substantial indeed. We sincerely hope that the extensive number of companies manifesting an interest in the economical use of nuclear power foreshadows an early application of power for domestic use. The problem of economical use remains the great barrier. Perhaps the answers to the problem of the economical production of power will come sooner than many have forecast. Let us hope so, for in this new power may lie the promise of emancipation from much of the drudgery now besetting mankind.

## *Conquest by Highways*

One of the most dramatic illustrations of the importance of highway transportation comes to us from a little-known land—Tibet. For centuries this strange land of mystery has been hidden from the outside world with few people penetrating its great barriers.

Communism, working through Red China, has conquered Tibet and in seeking to consolidate its conquest has launched tremendous roadbuilding programs. We are told that two key highways have been completed from China proper into Lhasa, the capital of Tibet. Completion of these highways was marked with colorful celebrations, all pumped up, it can be presumed by the propaganda masters of the Communists.

One highway goes from Yaan to Lhasa, marking a motor road of some 1,300 miles to the Tibetan capital. When this road was opened—after construction of 230 bridges and boring of 2,860 tunnels—140 motor trucks set out with cargoes for the conquered land.

Another highway goes from Sining, China, to Lhasa, a distance of 1,500 miles. This highway is part of the

linkage to the important economic areas of the overlord country, China. The two highways took four years of toil to build and represent accomplishments in engineering and construction of no mean stature.

The point to be made by Westerners, it seems, is that the Chinese Communists realize the tremendous importance of highway transportation and the motor truck. They are using transportation as a great weapon of conquest and overlordship. They know that to keep a country conquered it is necessary to provide trade and industry and these can be provided only when transportation is available. The lesson of the Communists should be apparent to Westerners—this is perhaps their own version of a "Point Four" perverted to Communists' own evil ends.

## *No Room for Partisanship*

The United States Forest Service recently celebrated its golden anniversary. While there was not much fanfare or whoop-to-do about the whole thing, a great many people were pleased indeed to note that the agency had rounded out its first 50 years of service to the American nation.

Of recent months there has been considerable apprehension lest some of the public domain be turned over to private interests for exploitation. Certain types of giveaway legislation, all sounding very practical and plausible, have come up for consideration and unless there are vigilant efforts put forth to protect the forests, we may see an invasion by interests whose only objective is exploitation.

There is no room for partisanship on this issue of protecting the nation's forests. The great patron saints of the Forest Service were Republicans—Theodore Roosevelt and Gifford Pinchot, both great conservationists. These pioneers established programs and principles which were farsighted and which looked to the protection of the forest heritage for posterity. Conservation-minded people of both parties have sought to continue the tradition of protection and conservation. Protecting the forests for the people is not a matter of politics or partisanship, but unless we are careful some strange brand of politics may upset the progress of the Service's 50 years and that would indeed be tragic for the American people.

## *Protect Merchant Marine*

Of the many topics under discussion in Florida when officials of the American Federation of Labor and its departments met there was one which we fear will not receive the attention which it deserves. This topic concerns the future of the American merchant marine.



The Metal Trades Department discussed at length the problem facing the ship construction, repair and shipping industry. The conclusions drawn from the facts brought out in the discussions were far from pleasant. It was said that for every 100 workers in the shipyards during World War II, there are now only five. While we expected a drastic reduction in ship work after the war emergency was over, we did not expect so deep a drop in employment.

The United States is declining in the world picture insofar as shipping and shipbuilding is concerned. But as we decline we are seeing Great Britain, Germany, Japan, the Scandinavian countries and others making rapid forward progress. We are even seeing some American funds supporting foreign construction.

Although Teamsters are not shipbuilders, our people do a great deal of hauling and servicing in connection with the industry. In shipping we note great potentials for employment in transportation of goods to and from the docks and in the transport of materials for ship construction and repair.

The Metal Trades Department is doing a useful job in drawing attention to the sad fate of our merchant marine—we only hope that the spotlight is kept focussed on this question until something is done about remedying the situation.

## *Red Cross, 1955*

Times and conditions change and new problems arise, but the work performed by the Red Cross remains and carries on its heritage of service just as it has since its founding many years ago.

This month will mark the 1955 Roll Call or drive for membership and campaign funds. Teamsters have always responded to the call of the Red Cross; thus detailed explanations of need or usefulness of this humanitarian organization are scarcely necessary.

The Red Cross works in peace and war, with civilians and with the troops. The organization works at home and around the world, filling a great need. To continue carrying forward its many jobs the Red Cross needs the support of all—support through voluntary efforts and support through cash resulting from enrolled members.

The need is vital and all Teamsters will want to help.

## *Labor Faces New Danger*

Recently there was organized a national committee designed to push the vicious so-called "right-to-work" type of legislation. This committee is sponsored and led by Fred Hartley of Taft-Hartley fame—or perhaps we would say of Taft-Hartley infamy. When we say that Hartley is head of a new outfit in the labor field, we hardly need say more. Labor knows that regardless of the plausible explanations or the fancy press releases the workman is in for trouble at the hands of Hartley & Co.

Hartley has been riding the wave of reaction wherever it kicked up any momentum and he apparently feels

now that "right-to-work" is the gimmick on which he will ride to fame and fortune. He formerly was associated with the so-called Tool Owners' Union, Inc., which was branded as fascistic in New York state. With Hartley in this latest venture is a Southern reactionary. Most of the controlling voices in the Hartley group are Southern antiunion industrialists.

In a press conference in Washington, it was revealed that the new group expects to be classified as "educational" which would mean that it would be tax exempt. Such a classification would be adding insult of the taxpayer to the injury of the working people—who incidentally are also taxpayers, bigger in proportion to their real wages than the Hartleys.

This national committee is another phase of the attack on labor and it would be well for trade unions everywhere to be alerted to the implications of this new drive against unions.

## *A Major Resource*

We have heard in recent years a great deal about the conservation of natural resources and rightly we should because these great natural resources are the bases of our prosperity and our existence. But we have not heard much about another set of resources—our human resources. Too often we ignore the many facets of the problem of conserving this important heritage.

Recently the National Manpower Council turned in a report on recommendations for strengthening the nation's manpower resources, a report which deserves the conscientious consideration of everyone. Of especial importance in the report of the council was the attention directed toward the need for skilled technicians.

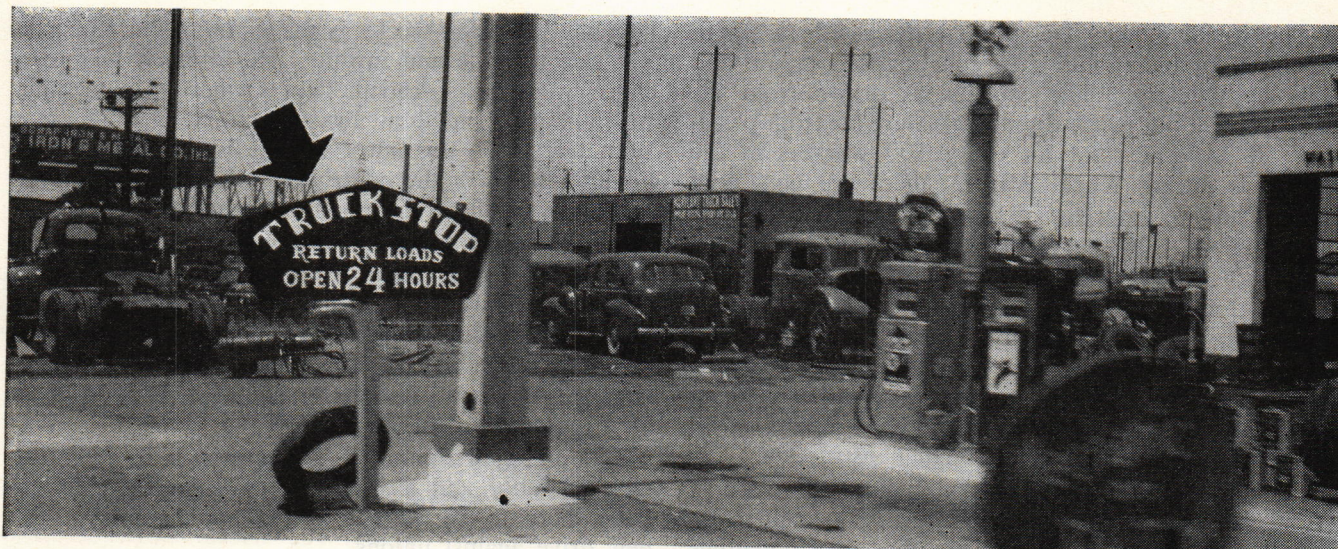
Recommendations of the council were geared to a five-point goal in which the experts said:

1. Contributions by secondary education to acquiring new skills must be strengthened.
2. We need a more effective program of vocational guidance.
3. We must provide more equal opportunities for all individuals to acquire technical skills.
4. We must improve our facilities and methods of training skilled technicians.
5. We must increase our knowledge about our manpower resources.

The place of skilled technicians in the modern age can scarcely be overestimated. Modern society becomes daily more and more complex and the outlook for the years ahead is for yet more and greater complexity. To meet the needs of operating the mechanism of service, transport, manufacture, construction, communication, etc., we must have an ever-growing volume of skilled personnel.

We must realize that the great hope for keeping abreast of the needs of this complex technological age lies in an adequate supply of skilled manpower and the council has done the nation a real service in directing attention to the goals and needs.





Gypsy success is tied in with sources of loads. The above photo was submitted by the Teamsters in a hearing before the Interstate Commerce Commission to show a source for return loads for unorganized gypsy-type operators.

## ICC Tripleases 'Gypsies'

*Commission Ducks Issue by Hearing More Arguments on the "30-Day Rule" and the "Compensation Rule" During Postponement.*

**G**YPSY truckers have been tripleased again by the Interstate Commerce Commission.

The Commission, which has dillyed and dallied for the past two years over putting its own regulations to curb gypsy evils into effect, has once more ducked the issue by deciding to hear additional arguments on two controversial rules.

The rules are the "30-day rule" and the "compensation rule." The first would ban leases of trucks by gypsy owner-operators to carriers for less than 30 days at a time; the second would abolish the revenue splitting system that lets so-called brokers base their commission on a straight percentage basis.

They were scheduled to go into effect March 1, but an adverse report by Henry C. Lawton, an ICC examiner, recommended a two-year postponement. A press-time decision by the Commission suspended the rules until March 1, 1956.

Teamsters lawyers have filed a

74-page brief with the Commission spelling out the defects in Lawton's findings and will present their arguments orally to the Motor Carrier Division of the ICC on April 7.

This latest delay is not unusual. The Commission, which took over jurisdiction of the trucking industry in 1935, has recognized the gypsy problem since 1939, but repeatedly delayed correcting it. It is no secret that the 100,000 itinerant owner-operators who roam our highways in trucks, many unsafe and uninspected, are a safety hazard to the general public, an economic threat to the trucking industry, and leeches in the pay envelopes of union drivers.

What is the history of gypsying? It sprung out of the practice of legitimate firms in leasing vehicles to supplement their own equipment during peak periods. Some companies gave continuous leases of 30 days or more. Some even for several years at a time. These le-

gitimate operations are usually in writing and for a specific length of time.

Gypsies, however, don't operate in such fashion. They got their real start during World War II when they were encouraged by the Government in an effort to save fuel, tires and trucks. While many arrangements were questionable, they were winked at in wartime. It was during this period that the system of paying the gypsy on a percentage basis was born. Because many of the loads were highly profitable government materials, the gypsies made a great deal of money.

But the lush days are over and the estimated 100,000 gypsies now must engage in cutthroat competition in order to survive. This leads to many bad and unsafe practices. At one hearing before the ICC 77 different kinds of such practices were listed.

The first thing sacrificed is safety. Tire sizes are trimmed, faulty brakes



go unfixed, bad headlights or no headlights at all are common, and light trucks are used for heavy over-the-road hauling. Many gypsies make their truck their home. Some by working themselves to death, plus more than their share of luck, parlay long hours, overloading, and unsafe vehicles into trucking firms with a semblance of respectability.

But there is absolutely no control over companies of this kind. They are fly-by-nights working hand and glove with brokers who oft-times have no office but a phone booth. These brokers do not care how much they get for a job because they keep \$30 out of every hundred while the gypsy receives the remaining \$70. The gypsy's share is sometimes actually less for the hire of himself and his truck than a union driver would receive in wages for the same run.

The owner-operator sells his soul when he buys his equipment. One ICC witness told how over a period of several years he lost \$25,000 plus all of his income. It is a system of peonage competing with well-paid labor. When the gypsy's payments pile up he may do one of two things: handle heavier loads or work longer hours.

In the public's eye the greatest offense of the gypsy is in the field of safety. Legitimate truck drivers and trucking companies often are blamed for the reckless driving of a gypsy deadheading his way back home.

The ICC prescribes eight hours driving time with a limit of 12 hours in emergencies. Gypsies have been picked up who have been out of bed 72 hours taking only cat naps in their trucks. Others pull to the side of the road and sleep from sheer exhaustion. They are the lucky ones. Others push on without proper rest and get involved in accidents.

Not only do many of them get no rest between tours, but because of lack of money they fail to take care of their equipment. They can afford neither the layover nor the expenditure and are forced to make only emergency repairs of the type that can be done with a pair of pliers and a screwdriver.

While the brief filed by Teamster lawyers stresses this lack of safety consciousness on the part of gypsies, it also makes many other points in opposing the report of Examiner Lawton.

As mentioned before, the gypsy evil was recognized even before the war, but the ICC was unable to move ahead with clean-up plans until after VJ-Day. Then, after a series of surveys on the evils of trip-leasing, it adopted a set of rules to remedy the difficulties in the gypsy trucking field.

It definitely adopted these rules in May 1951, but today only about 80 per cent of them are in effect despite the fact that they were all upheld by the Supreme Court.

After they were upheld by the Supreme Court two years ago, in-

terests which control huge tracts of farming land went wailing to the Senate Agricultural Committee to get it to pressure the ICC not to enforce the 30-day rule and the compensation rule.

As a consequence, the Commission reopened hearings on these two rules last June. On December 22, 1954, Examiner Lawton presented his findings in which he suggested that the Commission should not cancel the rules but should postpone them for two years. During this period carriers would be required to classify all accidents and show whether the equipment was company owned, term-leased, or trip-leased. Then there would be further hearings to evaluate the accident reports and determine from them whether to put the two rules into effect or not.

#### GYPSY EVILS IN THEIR OWN WORDS

These quotations from gypsy drivers before the ICC spell out the problems of the industry.

##### BUYING A TRUCK:

"The truck owner is obliged to chisel and violate all rules and regulations to keep up his payments and have something to live on."

"When they are trying to sell you the truck they make many rosy promises."

##### ABOUT OVERLOADS:

"Trip lease operations are making bums out of respectable American citizens; the industry does not care anything about the owner-operator; it is only interested in moving freight and getting its revenue out of it."

"When you trip lease your truck, the person to whom you trip lease has no interest in you or your truck, except to get a load on you and get rid of you as quickly and as cheaply as he can."

"On many occasions I booked loads that were overloads, but the company giving me the load told me that I would take it all or I would take none of it, so I overloaded and pulled it."

##### ABOUT SAFETY:

"I drove as much as two days without getting off the truck."

"I drove eighteen or twenty hours a day for as many as nine days at a stretch."

"I drove until I was so exhausted that I fell asleep at the wheel."

"When I complained of being tired, the terminal manager told me to 'Go take some pills'."

##### ABOUT REPAIRS:

"During the time I operated under trip lease, I never made enough to keep my equipment in good condition. In fact, I was so short of funds that for three months, I drove with a broken spring and never had good brakes."

"When operating under trip lease my equipment was never inspected by any certificate holder to determine the condition of my brakes, lights, horns, etc., or whether I had the flags, fuses or flares required by the I.C.C."

##### ABOUT INSURANCE:

"A person operating under trip lease is not insured once his load is on and sometimes it was necessary for me to deadhead several hundred miles to pick up another load and during all my deadhead travel, there was absolutely no public liability insurance on my equipment."

"Anyone involved in an accident with me would have had a hard time collecting any damages since the truck was in the hands of the finance company and I had nothing of my own."

##### ABOUT THE GYPSY SYSTEM:

"The owner-operator is making a handout to the person hiring him and his truck since he, the certificate holder, is getting away from all responsibilities."

"Every operator I know has sooner or later lost his equipment."



The Teamsters' Union now opposes Lawton's recommendations, pointing out that the Commission has already considered the problem for more than a decade and that every study it has made has shown the serious abuses of the system. The Teamster brief also recounts the Supreme Court decision upholding the 30-day rule and reveals that proponents of gypsy trip-leasing have failed in their efforts to get favorable legislation in Congress. The brief does not devote much space to the compensation rule because it is felt that if trip-leasing is abolished, revenue-splitting would lose much of its significance and probably disappear.

It denies that a collection of accident statistics over the two-year period would prove anything, saying that the "real trouble is not only the number of accidents but the lack of insurance."

The record is splattered with allusions to the effect that one of the prime evils of the gypsy system is that when he is deadheading between leases he is hustling to find a load and at his unsafest. Yet at this time is practically never covered by insurance, the brief says.

One witness before previous hearings told of a deadheading gypsy who was involved in an accident killing 10 persons. In most cases it is difficult, if not impossible, to pin liability on the gypsy driver. Even Examiner Lawton in his report refers to this accident, calling it "one of the most serious in recent years." It is usually im-

possible to ascertain under whose responsibility any vehicle is operated. The Teamsters' brief decries "adding machine technique" and says that the gypsy problem cannot "be solved by a collection of statistics."

"There is no easy way out." The brief continues, "Collecting figures will not decide the matter. The Commission has been prepared with full and exhaustive facts about gypsy trip-leasing. The way the system operates breeds irresponsibility and the economic pressure under which gypsies operate assure that short cuts will be taken."

"Carriers have no interest in those engaged for only a day or two. They cannot supervise them and do not care to; on the contrary, carriers encourage or even coerce their trip-lessors to disregard safety requirements. Human experience and common sense establish that gypsy trip-leasing must be relatively unsafe. What scope," asks the brief, "can there be for resort to a collection of reports?"

The union says it does not object to adoption of Examiner Lawton's recommendations to modify rules to allow authorized carriers to lease vehicles among themselves with maximum freedom. This is done to remove objections to the 30-day rule by motor carriers. There is surprisingly little opposition within the trucking industry to the 30-day rule when it is aimed only at gypsy trip-leasing. If the examiner's recommendation is adopted and carriers are permitted to trip-lease

among themselves, there will be little opposition from legitimate firms.

Dave Beck, general president of the International Brotherhood of Teamsters, when he appeared before the ICC, declared: "Our union in its own self interest must have a healthy, well-regulated trucking industry just as the people of the U. S. must have a healthy well-regulated transportation system as a whole."

"The situation was bad in 1948; it is worse today," Beck continued. "Trucks are operating without any regard for the safety of equipment or for the hours of service of employees, and the results are apparent in accidents, injuries and death."

"Now, in instituting these hearings in this regard in which your staff presented this picture to you in the winter of 1948 and 1949, you did not issue an order until 1951. It did not become effective as a result of appeals until February, 1953, and since that time, by a series of orders, you have postponed the effective date further."

"In the meantime, the situation presented to you by your staff has not improved but deteriorated. Further delay in this matter will cause the breakdown of your regulation of the trucking industry."

"On issue of safety alone," Beck concluded, "and for the preservation of a vital, competitive form of land transportation, it is essential that this Commission act promptly to abolish the abuses which have been so clearly presented to you."



The arrow in the photo points to the "Return loads" sign on a filling station where owner-operators stop.



## MEMBERS SEEK FREE CITY UNIVERSITY

**S**T. LOUIS Teamsters have called for a free city university as part of the program of civic progress. A resolution to this effect was approved by Local 688, the 10,000-member warehouse union, in its annual city-wide meeting January 31.

Some 400 delegates representing the entire membership met at the Chase Hotel in St. Louis and heard reports on the year's progress and passed the university resolution as part of a suggested program of civic progress. The resolution called for a campaign "in alliance with other labor and civic organizations" and the formation of a "broad community committee to push such a campaign."

During the year-end meeting Harold J. Gibbons, secretary-treasurer of the local, president awards for meritorious service to the union to 11 rank and file members. Those honored at the ceremonies were: William Farrell, Marcella Cab Company; Dorothy DeBlaze, Crown Cork Company; Robert Weber, Plumbing Supply Company; Sam Williams, Hubbell Metals Company; Dorothy Loraine, Metal Goods Corporation; Delores Jezik, Rolland Foskett, and Mildred Britsch, General Grocery Company; Maxine Link, Hoover Motor Express; Alice Dillard, Shapleigh Hardware Company, and Thomas McHale, Central Hardware Company.

Among the reports given was the one by the local's secretary-treasurer who reported that wage increases amounting to more than \$5,000,000 in additional purchasing power had been won during the year. Approximately 29,500 Teamsters in the area were affected by wage adjustments and a total of 18,000 were involved in direct negotiations.

Of especial interest in the past gains program, it was pointed out, was the act that the adjustments were successfully negotiated with an

almost complete absence of strikes. Only 332 of the 40,000 Teamsters in the area were involved in economic strikes during the year, with less than six-tenths of one per cent of the total number of Teamsters in St. Louis involved.

A highlight of the year-end meeting was an address on "Labor and the General Welfare" by the Right Reverend George C. Higgins, director of the Social Action Department of the National Catholic Welfare Conference. Among other things Monsignor Higgins appealed to union members to broaden the

scope of their program beyond the limits of trade unions. He said:

" . . . I am suggesting that the traditional concept of collective bargaining as we have come to know it in the United States—which is a good and necessary thing as far as it goes—is no longer sufficient. We will have to broaden our horizon and strive manfully, if only by degrees, for the establishment of a fully-developed system of labor-management cooperation on which labor will be accepted, within reasonable limits, as a partner with management in cooperatively directing our system of private enterprise towards the common good or the general welfare of all our people."

Local 688 holds a city-wide year-end meeting each January in order to review the program of the previous 12 months and make plans for organizing and other activities for the year ahead.

## President Inspects New Building



General President Dave Beck (left) is shown inspecting interior construction of the new International Headquarters building in Washington, D. C. Showing his around and outlining progress is Hamilton Bryden, builder's representative, explaining the layout on the first floor in the reception area. The section where Mr. Beck and Mr. Bryden are standing faces the Capitol Plaza and is the area to which visitors first come when entering the new headquarters structure. Committee rooms are also located on the main floor of the new building.



## ALL-OUT PROPAGANDA CAMPAIGN STARTED

**A**N all-out propaganda campaign, masterminded by "public relations consultants" and by at least one fugitive from feudalism, was announced in Washington, D. C., recently.

At a full scale press conference which saw the issuance of many sanctimonious statements regarding "freedom," "individual rights" and "patriotic conviction," the National Right to Work Committee was born. On hand for the birth of the new committee were Fred A. Hartley, Jr., ex-congressman from New Jersey who was presented as the committee's president, and E. S. Dillard, chairman of the new group. Hartley, of course, is well known to the labor movement. Not so his comrade in arms, Mr. Dillard, who as president of the Old Dominion Box Company, Charlotte, N. C., is the very model of a modern feudal lord.

Both Mr. Hartley and Mr. Dillard professed loudly, if not too convincingly, that the committee which they head is not anti-union, but simply interested in seeing that Americans must "have the right, but not be compelled to join unions." In fact the committee has adopted as its slogan, "Americans Must Have The Right But Not Be Compelled to Join Labor Unions," or to put it another way, "Americans Have The Right, But We Don't Want Them to Join Labor Unions." This is the economic philosophy by which Mr. Dillard appears to conduct his business. At least if one takes only a cursory look at his firm, the Old Dominion Box Co., it would seem to be a pretty fair analysis.

The Old Dominion Box Company is currently celebrating its fiftieth anniversary, and Dillard has indeed, great cause for celebrating. For during the half century his company has been making boxes, he has never had a union contract. He has successfully resisted all attempts to organize his firm. The most recent union organizing drive occurred in

1949 and ended in another victory for Dillard. He employs nearly a thousand people. "I pay them a little better than 75c an hour," he says triumphantly. This apparently represents a decent living wage in the archaic, medieval thinking of the Right to Work Committee's new chairman. Small wonder that Dillard, through his new committee, is pressing for more widespread "right to work" legislation.

In his statement to the press, Dillard declared that "the committee intends to defend the right to work principle against all who would invade it, whether unions or employers." He said further that the "intentions of the committee are to sponsor a program sufficiently broad and adequate to accurately present this whole problem in its many details not only to the American people but also to those men and women who exercise the authorities of government."

How will the program be presented to the American people? Dillard's co-worker, ex-congressman Hartley, that great champion of the working people, supplies the answer. He announced to one and all that he had established committee headquarters in Washington and would proceed immediately with a program of "information and education." Who will carry out this program? A public relations consultant, of course! The firm of Selvage and Lee, one of the most influential PR firms in the East, will beat the drums for Dillard, Hartley and Company. Among other ventures, they are currently engaged in telling the American people that old Sewell Avery isn't such a bad guy after all and that the affairs of Montgomery Ward are in good hands. Selvage and Lee are professional promoters of this sort of endeavor. They work for Montgomery Ward and they work for the Right to Work Committee, and they will see to it that the American people are "informed and edu-

cated" about man's "right to work."

As we go to press, this committee is just beginning to roll. When the "voluntary contributions" start to flow in, and the Selvage and Lee tub-thumpers set about their work in earnest, and if Mr. Feudal-Lord Dillard has his way, one may find a re-emergence of the "yellow-dog" contract and the 80-hour week.

## Executive Board

*(Continued from page 5)*

to bring into close liaison the mutual aims and objectives of the union and management sectors of the motor transport industry especially in the fields of legislation and public relations.

In connection with achieving a warm understanding of mutual programs the General Executive Board heard an address from Neil J. Curry, president of the American Trucking Associations. Mr. Curry discussed at length the many problems which beset motor transport. He discussed the propaganda campaign of the railroads, the problems of restrictive legislation at both the national and state levels and ways and means in which operators and drivers might join together in combatting the forces attempting to injure the industry.

General Secretary-Treasurer John F. English gave a report to the General Executive Board on the membership and financial growth of the Teamsters' Union. Mr. English had charts and supporting statistical tables to illustrate his discussion on the Teamster progress of the last 12 months.

General President Beck reported to the Board that he is making plans to go to Asia and visit a number of countries in the Far East, including Southeast Asia, the Pacific Islands and the Asiatic Mainland. This trip, the general president pointed out, will be similar to one he made to Europe last summer in which he met with leaders of labor, governments, industry and transport in various European countries. The definite time of departure has not been set, Mr. Beck said.



## **INCOME TAX LAW BENEFITS TEAMSTER**

**T**HE Bureau of Internal Revenue, as the result of inquiry and action on the part of Teamster legal counsel, has rendered a ruling pertaining to the rights of long line drivers in regard to the deduction of "away-from-home" expenses from their gross income, as well as a definition of what records must be kept by a driver to support a claim for the deduction.

The new Internal Revenue Bureau ruling, "(6481) Rev. Rul. 54-497, I. R. B. 1954-45.8," says:

"Deductions from gross income: Traveling expenses. Principles applicable in resolving problems concerning (1) the substantiation of deductions claimed by an individual for traveling expenses, (2) the determination of whether a taxpayer is in travel status, and (3) the deductibility of automobile and other transportation expenses incurred by an employee."

"The problems are presented in the light of situations which have come to the attention of the Internal Revenue Service in connection with deductions claimed by railroad employees (truck drivers). However, the controlling principles in such cases are equally applicable to all employees similarly situated."

This ruling, in simple, easy-to-understand layman's language, means that the cost of all meals and lodging or cab-fare expense when driver is in travel status is deductible from your gross income—less the amount received for subsistence.

In order that you may claim this deduction, you will be required to maintain log books or trip report sheets. These may be stamped when you go on duty and when you arrive, as positive proof of your being in travel status.

Cost of meals, lodging and any other expenses, such as cab-fare, should be recorded each day. These day-to-day records may be kept on the copy of the log book itself or on the back of the time sheet.

Effect of the new ruling is a broadening of the deductions allowable for expenses while a driver is away from his home.

In instances where lodging is not an expense factor, a driver making a 12 to 16-hour turn-around trip, during which he is absent from home 12 to 16 hours is not allowed, under the new ruling, to deduct the expense incurred for his meals.

Another aspect of the rule says that if a driver travels to a distant point and returns and the resultant

trip requires more than 16 hours, then he is entitled to the expense deduction for meals away from home.

Under provisions of the old ruling, turn around trips were outlawed for a number of years as far as being eligible for away-from-home expense deduction purposes.

The time leaving home terminal, reaching destination and time of arrival back at home terminal should be recorded by the driver. Where turn around trips involve six to eight hours travel time out, a layover period of eight hours and same driving time back to home terminal, even though there is no subsistence granted for such trips, expense will be allowed if the driver has proof that he has been away from home more than 16 hours.

## **TEAMSTERS, BUTCHERS GAIN 2,000 MEMBERS**

**A**LTHOUGH it is only now getting into high gear, the joint organizing committee of the Teamsters' Union and the Amalgamated Meat Cutters and Butcher Workmen, AFL, has gained 2,000 members for the two unions and settled 11 jurisdictional disputes.

That was the highlight of the report made this month by the 10-man joint committee. But it also announced plans for future organizing, particularly in the canneries and food processing plants on the Eastern Shore of Maryland, and the duck raising and processing industry on Long Island, N. Y.

It also revealed plans to make a survey of the country's large food processing plants on a nationwide basis. This survey will show which companies are partially organized, and enable the committee to plan overall organizing campaigns systematically.

The committee elected as president, Leon B. Schachter of the Butchers' Executive Board, and named as its secretary-treasurer, Einar Mohn, Teamsters' Vice President.

Schachter and Lewis C. Harkins,

National Chairman of the Teamsters' food processing division, will act as co-chairman of the committee. The group, which was founded only last October, displayed its greatest enthusiasm over the manner in which it was able to dispose of jurisdictional disputes—some of them of years standing.

The committee announced arrangements have been made to turn over a number of members to the Teamsters in Coffeetown, Kans., and 50 drivers in Syracuse, N. Y., rendering plants. Organization of 300 poultry workers in Fresno, Calif., and the settlement of a dispute between Local 730 of the Teamsters and the Butchers at the new Safeway warehouse in Washington, D. C., was also reported.

Dave Beck, general president of the Teamsters' Union, declares this kind of joint organizing effort is his "answer to the no-raiding pact."

Beck insists that a blanket no-raid agreement would "freeze" many members in unions where they do not belong. And he says it would prevent the Teamsters' Union from rightfully representing 50,000 Teamsters now in other unions.



# Teamsters Honor California Governor



Seated, left to right: Sam B. Bassett, Frank W. Brewster, Governor Goodwin J. Knight, John J. Sweeney, Harry Finks, Harry Carr. Standing, left to right: D. W. Marshall, Verne Milton, Sam De Moss, William Rea, J. J. Rohan, Clyde Crosby, John C. Stevenson, George Cavano, Walter Briem, Jack Williams, William Franklin, V. V. Alexandrof, Eric Ratcliffe, Charles Ulrich, Charles Mentrin, R. J. Benjamin and William Griffin.

**A** FORMER truck driver who remembers working 12 hours a day, six days a week for \$22 a week and who knows that the Teamsters' Union is responsible for the present splendid wages and conditions for drivers, was honored last Saturday, February 12, at a luncheon given by Frank W. Brewster, Vice President of the Teamsters' International Union and President of the Western Conference of Teamsters.

## FORMER TRUCK DRIVER

The former truck driver is Goodwin J. Knight, Governor of California. Governor Knight was visiting Seattle for the first time. He was the speaker at the Lincoln Day Republican banquet at the Civic Auditorium that Saturday evening. Governor Knight and Vice President Brewster are friends of long-standing.

Although a Republican, Governor Knight was elected in the last election despite the fact that there was a Democratic landslide in his state. The Democrats cast 850,000 more votes than the Republicans, yet Governor Knight won by 550,000. Yes, the Governor had the solid backing of the Teamsters and nearly all other unions in California.

Among the labor leaders invited to meet Governor Knight were:



Frank W. Brewster, John J. Sweeney and Governor Goodwin J. Knight at the dinner honoring California chief executive in Seattle, Wash. Governor Knight was once a truck driver.

Harry L. Carr, President of the Seattle Central Labor Council; Charles Mentrin, Assistant Secretary of the Seattle Central Labor Council; Clyde Crosby, of Portland, Oreg., General Organizer for the Teamsters' International Union; John C. Stevenson, Counsel for the Joint Council of Teamsters No. 42 of Los Angeles; Harry Finks of Sacramento, Vice President of the California State Federation of Labor; Jack Williams of Los Angeles, Director of the Laundry and Dry

Cleaning Division of the Western Conference of Teamsters; Sam B. Bassett, Legal Counsel for Joint Council No. 28, Seattle.

Governor Knight has announced publicly that if the California Legislature passes a so-called "right to work" bill during its present session he will veto it.

In his Lincoln Day address, Governor Knight quoted Lincoln with respect to labor being superior to capital and deserving of first consideration.



## WHAT'S NEW?

### Aluminum Flooring Boosts Load Capacity

Trucking loading capacity is said to be lifted up to 10,000 pounds gross with a new extruded aluminum floor for reefer trucks and trailers. Interlocking joints which eliminate the need for screw holes in the top surface of the floor are a feature announced by the maker who also cites his product's light weight as permitting heavier pay loads. The flooring is distributed from Louisville.

### Advantages of All Steel Oil Rings

Today's over-square engines pose severe high vacuum and compression requirements. A new all-steel oil ring is designed to meet these needs and embodies the circumferential expansion principle of oil seal piston rings. Nine times more contact points than conventional-type oil rings are also featured in the ring.

### Nylon and Rubber Brake Diaphragm

A new development by a New Jersey firm is a brake diaphragm, made of neoprene rubber and nylon fabric, that resists the effects of oil and grease. The neoprene construction also resists the heat from the exhaust pipe and is held to prevent such diaphragm problems as blow-out, oil deterioration, fatigue cracks and failure from improper brake adjustment. Better protection against air leakage caused by uneven bolt tightening is afforded by the double seal feature of the diaphragm.

### Durability, Convenience Of Drop Light Reel

Numerous improvements leading to durability and convenience are incorporated in a new drop light reel. Its piston-grip handle is constructed of sturdy crack-proof phenolic plastic. Chrome-plated reflectors greatly increase the effectiveness of the light and the bulb can be changed without removing any screws or clamps because of the swing-open feature of the

guard. The one-piece reinforced hanger hook of the lamps cannot loosen or fall off and the unit is available with 20, 30 or 40 feet of neoprene cord.

### Light-Weight Family Car Snow Plow

There is now on the market a light-weight snow plow designed for the family car. Because of the arrangement of the blades the snow will not pile up in front of the car; their V-shape rolls the snow to both sides of the drive. Inconspicuously designed as far as the plow mounting is concerned, since it is bolted to the car just back of the front bumper, the mounting does not show except for the two attaching points which extend about one-half inch beyond the bumper.

### Light-Weight Design Of New Stop Light

Extreme light weight is a standout feature of a stop light distributed from Chicago—the whole unit, both lamp and bracket, weighs only 1½ pounds. Claims made for the lamp which is 7 inches in diameter indicate that the new one-piece lens and door of shatter-proof plastic are capable of greater light brilliance than the present type of stop lights. The lamp is available with a 21-3 cp bulb for use in a combination tail light, stop light and directional signal.

### Series of Puncture- Sealing Tubes Offered

A series of puncture-sealing tubes is being marketed in seven sizes to fit 13 different tire sizes. Designed for use on passenger cars, the tubes can also be used on light trucks if the truck wheels have passenger-type valves and full drop center rims. It is claimed that, since the tubes weigh a third less than most tubes of this type, they consequently run at a lower temperature. Another distinct advantage is that the tube's sealant will not flow or bunch up to cause your tires to become out-of-balance.

### Longer Life for New Type Tarps

Twice the life expectancy of the No. 8 treated duck tarpaulin is claimed by the manufacturer for its neoprene-coated nylon tarpaulin—a nylon fabric coated on both sides with neoprene to appreciably prevent stiffening in freezing weather. It can thus be handled conveniently by one man in any weather conditions. Only half the weight of the usual duck material, the neoprene tarp is four to six times more tear resistant.

### Set of Vulcanized Fiber Body Tools

A set of body tools constructed of genuine vulcanized fiber has been designed for taking out wrinkles or kinks, aligning trim, straightening dents, forcing doors, opening gutters and so forth. Two outstanding advantages of the vulcanized fiber construction are cited: the tools are dense and strong and will absorb the sharp shock of the hammer blows, but at the same time they render enough force to do the job without disturbing the paint finish and will not pierce the metal. Curved, wedged and contoured to fit into the various places they are needed, the four tools are 3 x 9 x ½ inches thick overall and one is 1 inch wide x ½ inch thick and 9 inches long to fit into hard-to-get-at spots.

### Safe and Automatic Mobile Battery Charger

Safety and automatic features are skillfully incorporated into a mobile fast battery charger recently marketed. With a capacity of 60 amps on 6- or 12-volt batteries, the unit features a self-adjusting charging system and a thermal overload protector. The charging system makes further attention unnecessary after the knob has been turned to the 6- or 12-volt position, for the charging rate then adjusts itself to what the battery can safely absorb, with an automatic slow-finish charge. An added safety feature is found in the thermal overload protector that disconnects the charger when the connections are reversed, when the wrong voltage is selected or when the clamps are shorted or grounded.

### List Advantages of New Air Filters

Designed for diesel or gasoline engines is a new line of dry-type "Micronic" air filters which do not have the disadvantages of oil pullover, problems of off-level operation or difficult cleaning, according to their manufacturer. This dry-type filter is largely self-cleaning because of the inherent vibratory characteristics of an engine. The "Micronic" element of the new filter is of resin-impregnated, convoluted cellulose.

### New Fuel Tank Selector Introduced

A new fuel tank selector, usable with either gasoline or diesel fuel, has been introduced from Cleveland. These newly-developed two-way fuel tank valves permit instant change-over to full tank while the vehicle is in motion by means of a simple "push-pull" dash control.



# TEAMSTER TOPICS

## Teamster Saves Co-Worker

Quick-thinking by a Humboldt, Tenn., Teamster saved the life of another member and may have saved his company thousands of dollars in property damage.

The member, Wesley Little of Local 667 in Memphis, threw a fellow worker, Buck Lee, down and rolled him in water when Lee's gasoline-soaked sleeve caught fire.

The incident started when Lee's sleeve became saturated with gasoline after he drained a truck tank, Lee went inside the building to dry off the chilling gasoline and passed too close to an open gas heater.

The gas fumes ignited from the heater and Lee ran from the building screaming. Little intercepted the shocked Lee as he was running toward an open ditch flowing with a gasoline and water mixture.

If Lee had reached the ditch possibly many others would have been burned and the fire could easily have spread to the buildings and equipment in and around them.

As it was, other workers had to use extinguishers to snuff out a blaze which crept across gasoline-soaked ground and engulfed one truck.

Lee was hospitalized with serious burns of his side, arm, shoulder, back and hip. Doctors said he may spend months recovering from his painful burns.

## Teamsters Help Blind

Teamsters' Automotive Workers' Union, Local 576, of San Jose, Calif., are taking an active part in the construction and planning of a \$75,000 recreation center for the blind.

The project was conceived by the Beverly-Burbank Lions Club and has since been taken up by many other clubs and organizations. Organized labor has guaranteed its time and many supply men and contractors will furnish materials.

The land is being donated by the Lions Club and it is centrally lo-

cated in Santa Clara County, convenient to public transportation.

K. M. Griffin, secretary-treasurer of Local 576, has been appointed chairman of the Central Labor Council Committee and has been very active in planning and promotion of the project.

## Puts Out Fire

A member of Cincinnati Local 100 has been credited with preventing flames from spreading after a three-car collision near Wilmington, Ohio, took the life of a woman and injured seriously three other people.

Police reported that Victor J. Boehle, driver for Lenox Trucking, Inc., came upon the three entangled automobiles shortly after the accident and put out a fire which broke

out in one of them. An Army lieutenant was trapped in one of the cars and could not be freed until a wrecker came to pull them apart.

Boehle has driven trucks for more than 22 years and has to his credit a record of almost 1 million miles without a chargeable accident.

## Council Secretary Retires

Birt Showler, secretary of Joint Council 36, Vancouver, B. C., and secretary of Milk Wagon Drivers' Local 464, has retired from service in organized labor because of a heart condition.

Mr. Showler, who has been an alderman in Vancouver for four terms, got his start with the Teamsters in 1917 as a milk wagon driver. He developed organization

## Planning Legislation



Representatives of Teamster and Motor Coach Employees' unions met in Austin, Tex., recently with a newly-elected State Representative, Edgar Berlin of Port Neches, a member of Pipe Fitters' Local 195. Discussing legislation favorable to organized labor are: A. F. Burkhart, Austin Motor Coach Employees 1091; R. O. Brown, San Antonio Motor Coach Employees 694; Mr. Berlin (standing); John W. Connally, Vice President of Motor Coach Employees; A. E. Gabrielson, San Antonio Motor Coach Employees 694; R. C. Shafter, San Antonio Teamsters 657; James Lacy, Dallas Teamsters 745; W. L. Piland, Texas Conference of Teamsters; G. W. Adkins, Dallas Street Carmen's 1338, and H. L. Criswell, Austin Motor Coach Employees 1091.



in the milk industry and was granted a charter by the International on February 17, 1919.

Joint Council 36 was formed the



BIRT SHOWLER

following year and Mr. Showler was named the first secretary. He has held that position continuously since. He has attended every International Convention held since that time.

His other labor activities in Canada include eight years service as president of the Vancouver Trades and Labor Council and eight years as vice president of the Trades and Labor Congress of Canada.

### Named Year's Driver

Melvin Krueger, driver for Motor Cargo, Inc., Milwaukee, who is a member of Teamsters Local 200, Milwaukee, Wis., has been named Wisconsin's truck driver-of-the-year by the Wisconsin Truckers' Safety Council according to an announcement made by Stephen H. Hatfield, Council president. Mr. Krueger's excellent safety record will represent Wisconsin in the national competition this spring.

This is the second honor within six months to come to the Ohio trucking company which operates a terminal in Milwaukee. Russell Sheldon, also a member of Local 200, brought to Wisconsin for the first time a national rodeo championship when he won the tractor-tandem axle trailer class in the national event held in Chicago in October in competition with drivers holding outstanding safety records from all over the United States.

Mr. Krueger, who is 26 year old, has driven for six years without an accident of any kind and is four

times Wisconsin's rodeo champion in the tractor-semi-axle trailer class. He competed in 1954 with a perfect written examination.

Four times a year, the Wisconsin Truckers' Safety Council picks a superior truck driver for recognition, and from these four winners makes the selection for the driver-of-the-year award. Selection is made on truck driver's ability and skill as a professional driver, his highway courtesy, his knowledge of the trucking industry and of highway safety and his clear thinking in the prevention of accidents.

### 400 Honor Kennard

John Kennard, veteran Teamster leader in the West, was honored last month when 400 representatives of labor and management paid tribute to him on the occasion of his retirement from active union affairs. Mr. Kennard is retiring as secretary of Local 420, Building Material and Dump Truck Drivers' Union.

Mr. Kennard was praised by International Representative John Annand for long service not only to Teamsters, but to the California union labor movement. William Irish of the Associated General Contractors praised the retiring secretary for



JOHN KENNARD

his work in behalf of labor-management harmony.

In addition to his work in Local 420, Mr. Kennard has long been active in trade division work of the Western Conference of Teamsters.

### Kaplan Takes Leave



DAVE KAPLAN

Dave Kaplan, who has been serving as chief economist for the International Brotherhood of Teamsters, has been granted a leave of absence by General President Dave Beck. The leave of absence which becomes effective March 1 was announced in late February by the general president.

Mr. Kaplan will take his leave of absence, the general president said, "to promote certain personal economic programs in which he is interested."

Although Mr. Kaplan will not be available on a full-time basis his services will be available to the Teamsters as an economic consultant on a retainer arrangement.

### JC 36 to Get Building

Teamsters' Joint Council 36, Vancouver, British Columbia, is assured of having a new headquarters building within eight or nine months. This information was contained in a recent statement of Dudley Brown, Joint Council 36 president.

Brown confirmed the new structure while attending a meeting of Washington state Teamster secretaries and representatives in Seattle recently.

### Vavrus to Oregon Post

Anthony Vavrus, head of the Statistical Department of Joint Council 37 of Oregon, has been named Teamster Legislative Representative for the current session of the Oregon Legislature.

At the present time Vavrus is also secretary of the Statistical Division of the Western Conference of Teamsters.



# LAUGH LOAD

## Naturally

A customer waiting for a job to be done on his car watched a mechanic change the oil in another car—not spilling a drop—check the radiator carefully, clean the windshield, wipe away the greasy finger marks, place a clean cloth over the upholstery, wash his hands thoroughly and drive the car slowly out to the street curb.

"Now there's a real mechanic," the customer observed.

"Oh," said the station manager, "that's his own car."

★

## Etiquette

Cannibal mother (reproving her son): "How many times must I tell you not to talk with someone in your mouth?"

★

## Not That Long

The bright young thing entered a shop and approached the counter.

"I want a present for an old gentleman," she said.

"Yes, miss," replied the assistant. "Something nice in ties?"

"No; he has a beard."

"H'm! Perhaps a fancy vest might be suitable?"

"No! It's a long beard."

The assistant sighed wearily. "Well, how about carpet slippers?"

★

## Vacuum

A schoolmaster was lecturing to a class upon the circulation of the blood. "If I stand upon my head," he said, "the blood will run down to my head, will it not?"

"Yes sir," assented the boys.

"Then," said the master, "why does the blood not run into my feet when I stand on my feet?"

There was a pause for a few minutes, when a bright youth replied, "Please, sir, it's because your feet ain't empty."

★

## Guilty Conscience

Battered Motorist—"Where am I?"

Nurse—"Take it easy now. You're in Number 127."

Motorist—"Room or cell?"

★

## Tourist

Customer: "What's the charge for this battery?"

Garage Man: "One and one-half volts."

Customer: "How much is that in American money?"

## Worth A Try

A campaigning senator is reported as confessing, apologetically, to his audience: "I was born over a drug store. On account of the labor and lumber shortage the year I was born, only a few wealthy Republicans could afford log cabins."

★

## Lament

The United Nations World recently reported this excerpt from a speech by a lady member of Britain's Parliament deploping the statistics on maternal and infant mortality in childbirth:

"Mr. Speaker, sir, we have prenatal treatment, and postnatal treatment, and still we have these appalling figures!"

★

## Right and Wrong

Here lies the body of Jonathan Gay; He died maintaining his right of way. He was right, dead right, as he sped along.

But he's just as dead as if he's been wrong.

★

## Wrong Direction

"She got an idea no man's good enough for her."

"She may be right."

"She may be left."

★

## Finance

The only thing wrong with that dollar that used to buy three times as much was that you didn't have it. — Marion (Wis.) Advertiser.

★

## Conscience

Small boy's definition of conscience: "Something that makes you tell your mother before your sister does."

★

## Take Your Choice

A journalism student was complaining to one of his professors one day that "barbers make more money than authors do."

Said the student sadly, "I don't know whether to take a job in Greco's barber shop when I graduate, or to write novels."

"Toss a coin, my boy," counseled his teacher, "heads or tails!"

## But Keep It Quiet

Overheard in the State Department after Defense Secretary Charles E. Wilson's now famous Detroit press conference:

Two civil servants met at the water fountain. "Are you a kennel-fed dog or a bird dog?" asked the first. "Neither," replied the second, "I'm a hushpuppy."

★

## Agile

Some students acquire knowledge, others develop ingenuity and resourcefulness. Young Johnson was definitely in the latter class. One question in his examination paper read: "What steps would you take in determining the height of a building, using an aneroid barometer?"

To which the young man replied, "I would lower the barometer by a string and measure the string."

★

## Near Miss

Sign placed over the office drinking fountain: "Old Faceful."

★

## An Eyeful

Traffic sign near a school in an Ohio town: "Use your eyes, save the pupils!"

★

## Last Laugh

A man who was fond of playing practical jokes, sent a friend a telegram, charges collect, which read: "I am perfectly well."

A week later, the joker received a heavy package on which he was required to pay very considerable charges. Opening it he found a big block of concrete on which was pasted the message: "This is the weight your telegram lifted from my mind."

★

## On the Trail

About age 16, most boy scouts become girl scouts.

★

## True Today

To get into the best society nowadays, one has either to feed people, amuse people, or shock people. — Oscar Wilde.

★

## Taking No Chances

The Census Taker braved the backwoods to take a count of the backwoods families. When he asked one mountaineer how many children were in the family, the man replied: "Four, an' by gosh that's all I'm gonna have."

"Why? Well, I'll tell ya. I just read in this here government almanac that every fifth child born in this here world is a Chinaman."





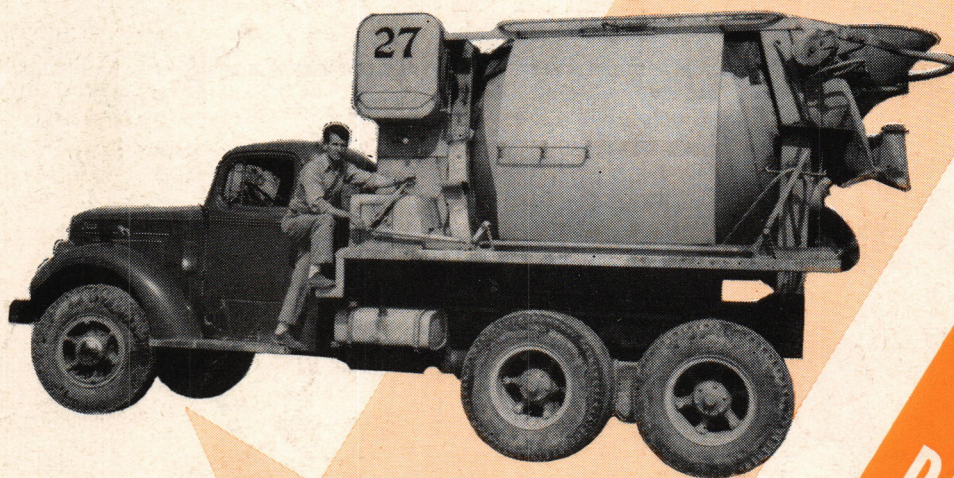
There are six types of skulls, the men with the measuring sticks tell us. There's the spheroid, the ellipsoid, the pentagon, and so on. Curiously enough, there is no classification "jughead." This term is only applied to the cranium of the fellow who doesn't use his head when he's handling a dangerous job . . . the fellow who doesn't obey the proven rules of safety.



**TO ENJOY SAFETY—THINK SAFETY!**



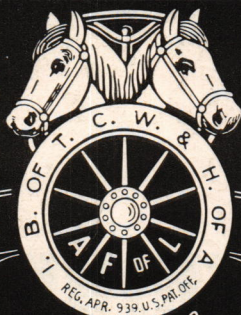
# Cut Glass or Concrete . . .



WHEN IT'S  
DELIVERED  
DEMAND  
THE

## UNION SERVICE

INTERNATIONAL  
BROTHERHOOD  
of TEAMSTERS  
CHAUFFEURS



WAREHOUSEMEN  
AND HELPERS  
OF  
AMERICA

Affiliated with

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